SPECIAL ISSUE

AUTO EXPRESS

32 EXTRA PAGES | NO. 1,874 | £4.99

RENAULT 5 vs FIAT 500

2025's hottest car faces key retro rival

PLUS 533bhp R5 Turbo is go!

DRIVEN THIS WEEK

ULTIMATE DEFENDER

Hardest, fastest Land Rover tested

SKODA ELROQ

So good you won't want that Enyaq

CUPRA TERRAMAR

Sporty SUV has style and substance

NEW VS USED

Which is best: showroom-fresh or second-hand?

+ Our favourites from £15k to £50k

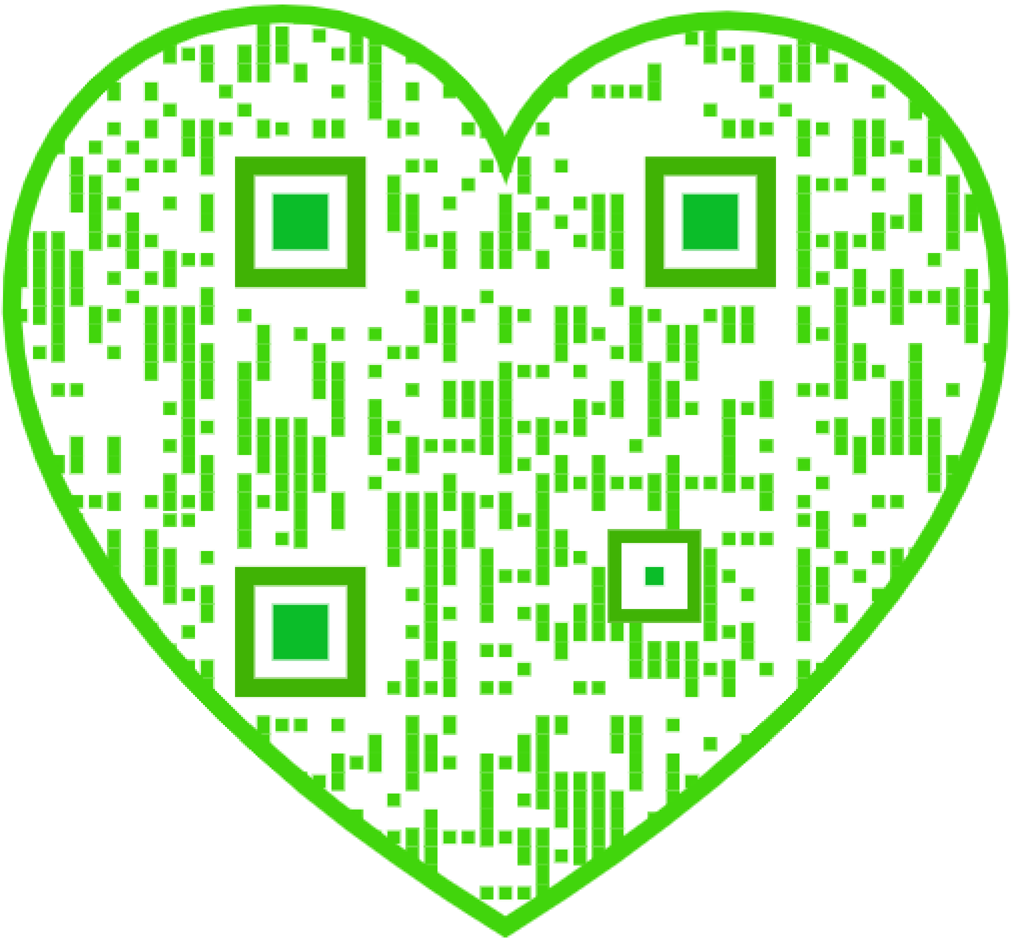
+ Top selling tips

ALSO INSIDE

+ Porsche's electric U-turn
ICE Macan on the way as EV demand falls

+ Latest on 2,000bhp Lambo
Full download on next-generation super-SUV

19 Mar - 15 Apr Special Issue 12
www.autoexpress.co.uk



TOYOTA
PROACE CITY
VERSO EV
£0 ADVANCE PAYMENT*
PROACE CITY VERSO
Motability

Comfortable, flexible and available with up to seven seats, the Proace City Verso has the flexibility your lifestyle demands.

*Model shown is Toyota PROACE City EV Icon Short Grade. Price £31,849.00. ^Subject to availability, lead times may vary. Available as part of the Motability Contract Hire Scheme. Please note that a total of 60,000 miles over three years are allowed on the Motability Contract Hire Scheme. Offer valid between 1st January 2025 and 31st March 2025. Motability Scheme vehicles are leased to customers by Motability Operations Limited (Registered Company No. 1373876), City Gate House, 22 Southwark Bridge Road, London, SE1 9HB. To qualify you must be in receipt of the Higher Rate Mobility Component of Disability Living Allowance (DLA), the Enhanced Rate Mobility Component of Personal Independence Payment (PIP), the War Pensioners' Mobility Supplement (WPMS) or the Armed Forces Independence Payment (AFIP) and applications must be made with participating dealers between 1st January 2025 and 30th March 2025. Prices are correct at time of print, are subject to availability and may change. Electric range up to 213 miles. Combined CO_2 0 g/km.
*Figures are intended for comparability purposes; only compare fuel consumption and CO_2 figures with other cars tested to the same technical procedures. The fuel consumption and CO_2 produced under real life driving conditions will depend on a number of factors including the accessories fitted (post-registration), driving style, speed and vehicle load. All models and grades are certified according to the World Harmonised Light Vehicle Test Procedure (WLTP). All electric range and CO_2 figures quoted are full WLTP figures. More information can be found by visiting: www.vehicle-certification-agency.gov.uk/fcb/wltp.asp.

AUTO
EXPRESS

CONTENTS

NEWSWEEK

Mercedes CLA 6
New EV promises 490-mile range
Renault 5 Turbo 3E 10
Bonkers performance R5 revealed
Porsche EV U-turn 12
New petrol SUV to be developed
Motorway safety concerns 14
AA calls for return of hard shoulders
Lamborghini EV 17
'Ultra GT' could have 2,000bhp
BMW iX3 and 3 Series 18
Heavily disguised models seen testing

FEATURES

EV revolution stalls 20
What's going on – and why
Best cars from the movies 32
We pick our four-wheeled heroes

NEW CARS

Land Rover Defender Octa 22
The hardest, fastest Land Rover yet
Skoda Elroq 26
Another EV star from Czech brand
Abarth 600e 28
Lurid looks and rapid performance
Cupra Terramar 30
Family SUV with a sporty edge

NEW VS USED

The ultimate buyer's guide 36
Top tips on the cars to target

ROAD TESTS

Renault 5 vs Fiat 500e 68
Which better suits the modern world?
Our cars: Range Rover Sport 82
Does a PHEV luxury SUV add up?
Our cars: Suzuki Swift 84
Farewell to value-focused small car

PRODUCTS

Hot kit & books 89
LEGO on the grid with Formula One
New products 91
First rotating dash cam turns up
MINI test 93
Which torch makes light work?
Product test 94
Eight OBD readers rated

6

NEW CLA
Fresh Merc EV features cutting-edge tech and a range of up to 490 miles

RENAULT 5 TURBO 10
Reimagined Renault rally hero develops 533bhp and 4,800Nm of torque

22

LAND ROVER DEFENDER OCTA
Super-luxury off-roader feels unstoppable

SKODA ELROQ 26
First UK drive of stylish and practical new electric SUV

68

ROAD TEST
Retro-themed battery-powered superminis go head to head

BUYING CARS

Column 97
Why AI writing just doesn't ad up
Driver Power 98
Owners' views on Skoda Kamiq
Buyer's guide 100
Finding the best Hyundai Bayon
Best Audis 102
Our four-ringed favourites

36

NEW VS USED
Which is better for you... showroom-fresh or second-hand? Our guide has all the answers

NEW VS USED

- HOT HATCHES • SMALL SUVs
- ELECTRIC SALOONS • COUPES
- HYBRID SUVs • HATCHES
- SUPERMINIS • ESTATES
- PREMIUM SALOONS

REGULARS

RUTHERFORD 114
Our columnist calls the 2030 ban on internal-combustion engines into question

NEW CAR PRICES 106
All the details you need to know before you head to the showroom

SUBSCRIPTIONS 86
How to get Auto Express delivered to your door and save money

AUTO EXPRESS
VW's £17k SUPERMINI

MICHELIN
PILOT SPORT 5

Buy tyres online with local fitting

Best online tyre retailer 2024
10th consecutive win from Auto Express

170,000+ reviews
Rated Excellent on Trustpilot

Tyre Guarantee
On all tyre brands

2,200+
UK fitting centres

Enter your reg number today to discover the **best tyres**, and **offers**, for **your car**.

blackcircles.com
click & fit® tyres

Scan to search for tyres

AUTO
EXPRESS

CONTACT US
email: firstname.lastname@autoexpress.co.uk
Social: facebook.com/autoexpress @AutoExpress
Subscriptions: 0330 3339491

Director of content and publishing: Sarah Perks
Editor: Paul Barker
Editor-at-large: Phil McNamara
Deputy editor: Richard Ingram

News, reviews and tests
Chief reviewer: Alex Ingram
Senior test editor: Dean Gibson
Executive editor: Paul Adam
Senior staff writer: Jordan Katsianis
Senior news reporter: Alastair Crooks
News reporter: Ellis Hyde
Chief columnist: Mike Rutherford

Consumer
Current affairs editor: Chris Rosamond
Consumer reporter: Tom Jervis

Products
Products editor: Tom Barnard

Digital
Head of digital content: Steve Walker
Web producer: Pete Baiden
Online reviews editor: Max Adams
Senior content editor: Shane Wilkinson
Content editor: Ryan Birch
Carbuyer managing editor: Andy Goodwin
Carbuyer content editors: Charlie Harvey, Tom Gumbrell
DrivingElectric content editor: George Armitage

Design, pictures and production
Creative director: Darren Wilson
Deputy art editor: George Vedmore
Picture editor: Dawn Grant
Senior photographer: Pete Gibson
Chief sub-editor: Andy Pringle
Sub-editor: Paul Alton
Production design manager: Dave Kinnard

Film team **Head of film:** Jack Scotton

Special contributors
Vicki Butler-Henderson, Sam Naylor, Steve Sutcliffe, Andreas Conradt, Euan Doig, Sarah Bradley, Rob Keenan, Otis Clay, Craig Cheetham, Graham Hope

Advertising, promotions and publishing
Strategic partnerships managers:
Pierre Clements, Miles Taylor
Senior operations lead: Kerry Lambird
Senior production manager: Dan Stark
Head of subscriptions marketing & customer experience: Hannah Charlton
Director of audience growth: Amrit Baidwan

Carwow Studio Limited
Directors: John Veichmanis, David Santoro

Subscription prices
UK: £145.00 **Europe:** £240.00 **ROW:** £260.00

Content syndication sales
Our content is available for syndication.
E-mail licensingsyndication@carwow.co.uk

Auto Express is published weekly by Carwow Studio Limited. Registered in England and Wales no. 13018565. Registered address: 2nd Floor, Verde Building, 10 Bressenden Place, London, SW1E 5DH. VAT number GB 364 5579 62. Carwow Studio Limited is part of the Carwow Group, owned by Carwow Ltd.

Neither the whole of this publication nor any part of it may be reproduced, stored in a retrieval system or transmitted in any form or by any means without permission of the publishers. Registered as a newspaper at the Post Office. Pictures submitted in Auto Express are sent at owner's risk. While every care is taken, neither Auto Express nor its agents accept any liability for loss or damage.

Copyright Carwow Studio Limited 2025. All rights reserved.
Auto Express is a registered trade mark.

Printed by Walstead Roche, Victoria Business Park,
Roche, Victoria, Saint Austell PL26 8LX
Distribution: Marketforce (UK) Ltd, 121-141 Westbourne Terrace,
London W2 6QA. Tel: 0330 390 6464, hello@marketforce.co.uk

AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

Auto Express is part of the
Auto Bild Group network of magazines

recycle
When you have finished with this magazine please recycle it.

THIS WEEK

ERNEST Hemingway's adage that you go bankrupt in two ways – "gradually, then suddenly" – feels very apt after a rocky week for the electric transformation. Some mighty car companies published gloomy financial results, with ongoing electric investments and missed EV sales targets partly to blame.

Meanwhile, a survey by the Society of Motor Manufacturers and Traders claimed that three in five new-car buyers wouldn't consider an EV even with a government subsidy (see p20), and the Public Accounts Committee shone a light on 'dark spots' in the charging infrastructure.

Porsche became the latest manufacturer to walk back ambitious targets, having previously suggested four out of five deliveries would be EVs by 2030. CEO Oliver Blume said: "After a strong start, it's turned out we were ahead of market developments and the sustainable ramp-up has not come true."

Blume had a busy week talking finances with reporters and investors – he's overall CEO of the Volkswagen Group too. He expressed relief that the threat of big fines for missing European CO2 targets had receded, with legislators temporarily loosening quotas requiring car sales to be 22 per cent EV.

But VW Group's operating profit slumped by 15 per cent, as it haemorrhaged sales and revenue in the world's biggest car market, China. The group also paid some big restructuring costs, tackling excessive European capacity.

But one message came through loud and clear: transport needs to decarbonise to combat climate change, and electrification is key. Volkswagen won't be turning back: it will ramp up two European gigafactories by the end of 2026, and introduce affordable EVs: the ID.2, and last week's cover star, the ID.1.

So Europe's electrification push is far from bankrupt. As one car industry executive told me recently: "Even the more conservative expectations are that early next decade, the majority of the European car market will be electric.

"So within a couple of decades, we will have seen a rapid transformation from more than 100 years of combustion to a completely different drivetrain, including all the infrastructure and technology that goes with it. That's the perspective we need when people ask, 'What's gone wrong?'."

> **"ONE MESSAGE CAME THROUGH LOUD AND CLEAR: TRANSPORT NEEDS TO DECARBONISE TO COMBAT CLIMATE CHANGE, AND ELECTRIFICATION IS KEY"**

PHIL McNAMARA

Phil.McNamara@autoexpress.co.uk

EDITOR-AT-LARGE'S VIEW

AUTO EXPRESS

FIRST FOR NEWS

10 **OFFICIAL**
533BHP RENAULT 5
Wild new Turbo 3E hatch

12 **REVEALED**
PORSCHE U-TURN
New petrol SUV on the way

40
DO NOT USE
CLOSED LANES

14 **OFFICIAL**
AA SAFETY CALL
More hard shoulders demanded

OFFICIAL NE

REVEALED Next-generation CLA might look familiar, but cutting-ed

Jordan Katsianis
Jordan.Katsianis@autoexpress.co.uk

THE Mercedes CLA with EQ Technology might just be the most important new EV revealed in 2025, thanks to a groundbreaking range that raises the stakes right across the market. The new CLA250+ leads the way with up to 491 miles on the official cycle, which is truly miles ahead of any rival.

The new Mercedes is able to offer this level of electric range thanks to not only a big battery pack, but also a highly efficient e-motor set-up and ultra-slick aerodynamics.

However, all this is packaged in a body that doesn't look quite as revolutionary as you might expect. Mercedes tried a 'shock and awe' design strategy with the EQS and EQE EVs, but faced something of a backlash. This time it's aiming for a 'hidden in plain sight' approach, with a more conventional-looking EV.

Importantly, Mercedes will also sell combustion-powered variants of the CLA. We'll get more information on these new petrol-powered models in a few months' time.

CLA sales will kick off with all-electric variants under the EQ Technology banner in the summer. These models will initially come with single or dual-motor options paired with an 85kWh battery pack. A 58kWh battery will follow, lowering the cost but compromising range.

It's the CLA250+ single-motor variant that's making headlines, though, because it will be launched with that huge range figure of between 430 and 491 miles. It's no slouch, either; the rear-mounted motor produces 286bhp, and can get the CLA from 0-62mph in just 6.7 seconds. Top speed is 130mph.

An all-wheel-drive, dual-motor CLA350 model will come with the same battery pack, and range figures of between 416 and 478 miles. Power jumps to 348bhp in this variant, with the 0-62mph time dropping to 4.9 seconds. Both versions have a two-speed transmission on the rear motor that allows for punchier acceleration at low speeds and more effortless cruising at high speeds.

The CLA is able to achieve these figures thanks to a range of technical innovations, starting with the inclusion of an 800V electrical system for the first time in a Mercedes. As well as packaging in lighter and more compact hardware, it allows for super-fast 320kW charging too, which is capable of adding up to 200 miles of range in just 10 minutes.

Mercedes is also quoting very impressive efficiency ratings for the motors, ranging between 4.4 and 5.1 miles per kWh, which is helped by a relatively sensible 2,050kg kerbweight and that slippery body, which has a best-in-class drag coefficient of 0.21. This comes as no surprise considering the brand's expertise in aero management; and with the new CLA's mandate of being Mercedes' most efficient EV, it was essential to reach those tough range targets. A heat pump is also standard across the range.

Specifics about the hybrid variants are still thin on the ground, but we do know they'll feature a new 1.5-litre turbocharged four-cylinder petrol engine matched to a 48V mild-

> **"MERCEDES FACED A BACKLASH AGAINST THE STYLING OF THE EQS AND EQE, SO CHOSE A 'HIDING IN PLAIN SIGHT' APPROACH HERE"**

FAMILIAR
Styling won't scare fans of the current CLA, although the lights at either end are quite different

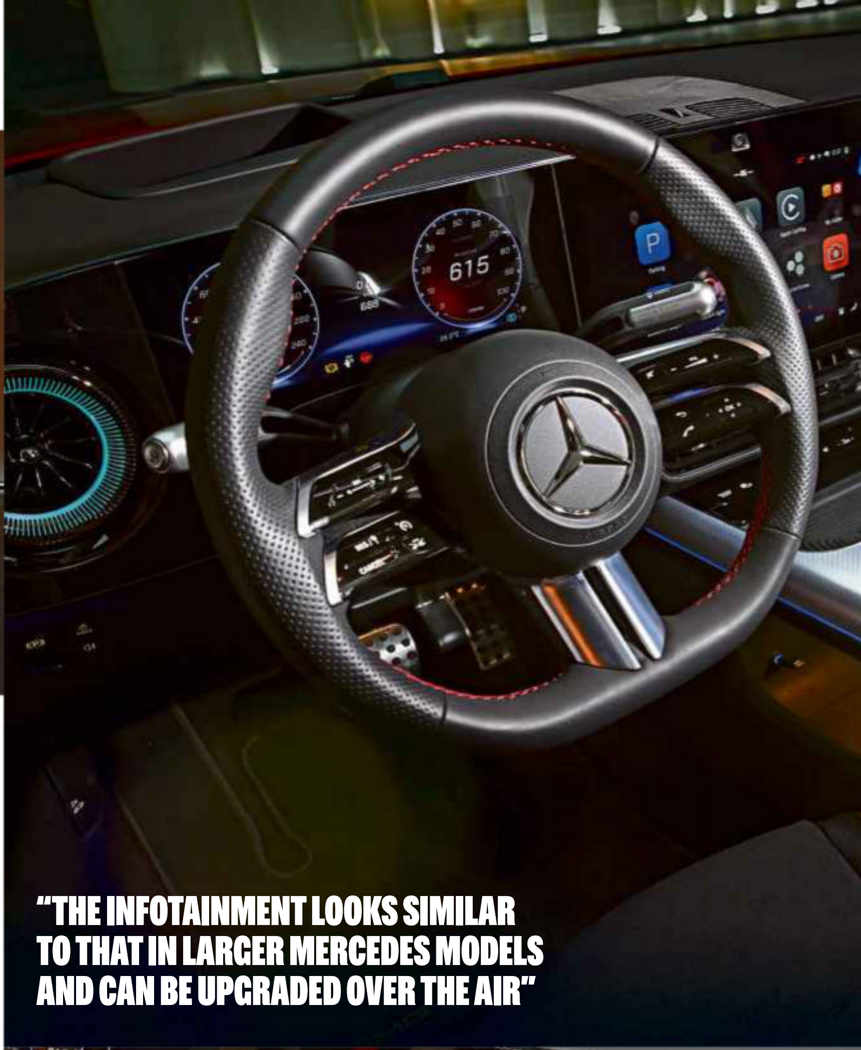
SPACE
Latest CLA has less of an inward curve to the tops of its doors, which helps to release more headroom; standard kit is generous

W MERCEDES CLA

ge battery tech promises a range of nearly 500 miles

AL

“THE NEW CLA HAS A BATTERY RANGE OF UP TO 491 MILES ON THE OFFICIAL CYCLE. IT'S TRULY MILES AHEAD OF ANY RIVAL“



“THE INFOTAINMENT LOOKS SIMILAR TO THAT IN LARGER MERCEDES MODELS AND CAN BE UPGRADED OVER THE AIR”

hybrid system. This set-up will be offered with both front and all-wheel drive with an electrified eight-speed dual-clutch transmission, and in three different power outputs.

Fans of the current CLA will be happy to see the styling is a natural evolution of the previous generation’s, but with lots of new details that we’ll see across Mercedes’ future models. The swooping roofline, sleek windows and frameless doors all draw from the previous CLA, although everything sits a little higher on this new car, due to a thick floor designed to contain the batteries. Mercedes has tried to hide this with the use of black sills, but on most AMG Line cars the designers have added a chrome sill strip, which reverses this effect.

However, it’s the new CLA’s lighting that will grab more attention. This includes a complex front lighting arrangement in which the headlight units are connected by a lightbar stretching across the car’s nose.

Below that is a gloss black grille insert peppered with tiny three-pointed stars and a much larger one in the centre. All of those individual stars are illuminated and can show things such as the charge status. The model in these pictures is the AMG Line version, which is likely to be the most popular option in the UK. A less sporty base trim will be available, too.

The rear end also draws plenty from that of the previous CLA, but with more three-pointed star motifs inside the now-connected rear lamps. In place of a standard lightbar there’s a row of notches that stretch right across the bootlid. AMG Line models add a small rear lip spoiler, but there are no fake exhaust outlets. Wheel sizes vary between 17 and 19 inches in diameter, and most feature some level of aero optimisation to help eke out extra range.

The cabin is dominated by what looks like one huge pane of glass across the front. This houses a driver’s display, the main touchscreen and an optional passenger screen. It’s so enormous that there’s not much other room for further design flourishes, but there are a few, such as the round illuminated outer air vents and door cards.

The infotainment system is brand new, and there’s a lot of it. As before, the driver’s display runs on a 10.25-inch screen and is controlled through a new and slightly simplified set of controls on the steering wheel. These are still haptic, but there are fewer of them.

The main 14-inch touchscreen is the more dramatic new arrival, because not only is it big, it also houses a brand-new operating system. Now called MB OS, the system looks similar to that in larger Mercedes models, but is much more responsive and can be updated through over-the-air upgrades.

Its navigation system is much smarter than before and uses Google intelligence to add in further search functions and more accurate traffic and weather information. Mercedes will also offer the option of a second 14-inch passenger screen with the same interface, but this is visible from the driver’s seat and doesn’t offer any picture-obscuring tech.

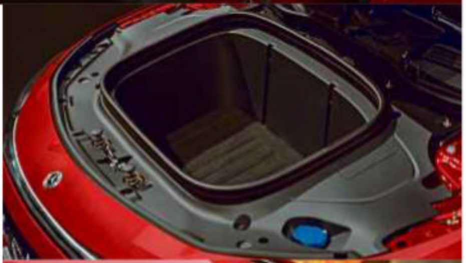
Fitting the CLA’s sleek body over a package designed to fit batteries under the floor has been a tricky exercise, though, leading to some strange proportions. The result is that while the new cabin looks similar to the last car’s, it feels quite different. Mercedes’ engineers have tried to salvage some headroom with a little less of an inward curve to the windows, so there’s more space for three passengers across the back seat – but there’s not a huge amount of legroom. A standard glass roof keeps the cabin light.

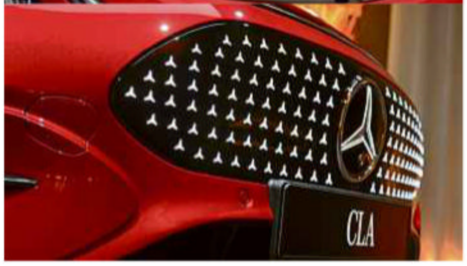
The 405-litre boot is a reasonable size and offers some under-floor storage, but there’s also a very useful area with an additional 101 litres under the bonnet that’s both weathertight and carpeted. This is ideal for storing the charging cable.

Mercedes has not yet confirmed UK prices and specifications, but the hybrid models will probably start at around £35,000-£40,000, similar to today’s CLA. Where the EQ variants sit is a little harder to predict, but we suspect that they’ll have cars like the Polestar 2 and Tesla Model 3 in their crosshairs. However, it remains to be seen if the CLA is able to match their opening price points of around £45,000.

The new model will be available to order in the next few months, with customer deliveries starting in the third quarter of this year.

“THE STYLING DRAWS FROM THE PREVIOUS CLA, BUT IT ALL SITS A BIT HIGHER DUE TO THE THICK FLOOR THAT STORES THE BATTERIES”





COMFORT
You sit higher than you might expect in the new CLA, due to the thick floor needed to house the batteries. Large front boot enhances practicality. 'Grille' is covered in three-pointed stars

AUTO EXPRESS

Q&A GORDEN WAGENER

Chief design officer, Mercedes

> "IF YOU CLEAN EVERYTHING UP, YOU END UP WITH A SEA OF FACELESS CARS. FORTUNATELY, WE HAVE A GRILLE, WHICH MEANS WE HAVE AN IDENTITY"

WE sat down with the Mercedes design supremo to get the lowdown on its latest small car.

Q What is the current design philosophy at Mercedes?

A Our philosophy is sensual purity, but how do you define that? We do this in multiple ways, starting with the idea of tech and coolness. With design, we need to stage that technology, which is cool.

But we also need to ensure a level of timelessness. This doesn't date – it's something like a wristwatch that you want to pass down generations, rather than something like a smartwatch you'll throw away.

A German identity is also key. Think about the German Bauhaus – this still looks modern. Reduction is next. A reduction in complexity and emphasising the volumes.

Q How has this manifested itself in the new CLA?

A When you put together a recipe, you do it with the idea that cars can become iconic. And they become iconic over time; that's what makes them timeless. It's this process that we used for the CLA, which we knew had the potential to become iconic.

Timeless has to do with being simple; it has to have a clear message. And emotion. All of these ingredients have to come together.

Q Why do you need design details like the stars at the front?

A We have the star. And when you look at many luxury cars, they have a pattern – and this is our pattern; we are playing with the stars. We use it in the pattern of the grille, which we already do today.

Now with the CLA we bring it into the next generation and digitise it with LEDs. We can make it into an LED display and animate it. Yes, we have a significant graphic, but we can play with it.

Q What do you think of the proliferation of screens in the interior, as in the new CLA?

A With the EQS, we brought in the Hyperscreen – a revolutionary step. Now we have an instrument panel that is designed not by hardware, but software. It's an epic moment that the instrument panel is digital. Now in the far distant future, we might say that voice control is so good we won't need it, but still I believe that people want a visual reference, so we need displays.

We are still in that revolutionary moment that the instrument panel is not there physically. One screen pillar to pillar. Consequential design, just one surface. All the displays are seamlessly bonded in one gloss surface. And now it stands upright.

Q Why did you feel the need to integrate so much ornamentation in the design?

A I don't agree with the word ornamentation. Sometimes you cannot just be clean. Sometimes luxury needs some opulence. If you just clean everything, you end up with a sea of faceless cars, right? Fortunately we have a grille, we have an identity. We use these elements to stand out from the crowd and make the car different.

Renault pulls covers o

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

REVEALED Eighties' R5 turbo is reimagined as a 533bhp, £100,000 EV that's

BRACE yourselves everyone, because this is the Renault 5 Turbo 3E: a hand-built, mostly carbon-fibre, hot hatch on steroids that packs supercar levels of power and is designed to go sideways, yet amazingly, is totally road legal.

It's the descendent of what were unquestionably the maddest hot hatches the eighties produced: the rally-bred, mid-engined Renault 5 Turbo, and the later Turbo 2.

Yes, the new model is an EV, but it has stuck to the same radical formula as the originals by shoving a high-performance, rear-wheel-drive powertrain into a pocket-sized package sporting bonkers bodywork and an equally outrageous interior. In fact, the Turbo 3E shares almost nothing with the new Renault 5 EV or its spicier sister car, the Alpine A290.

The styling of the new Turbo 3E is remarkably close to its ancestors from the eighties, along with the somehow even crazier-looking concept model with the same name that Renault unveiled in 2021.

The company's design team came up with the idea for the concept, when the brand was looking to prove it can "make electric cars interesting and exciting," according to its design boss, Gilles Vidal, rather than "those robotic, white, sluggish things you see driving about."

Speaking to Auto Express at the reveal of the production-ready Turbo 3E, Vidal admitted "there's a million reasons" Renault could have decided not to put it into production. He also said: "You have to be brave to do a project like this, and you have to be brave to drive it around as well".

The company has created a totally unique body for the Turbo 3E with two doors, rather than the regular R5's four, and featuring extensive use of carbon fibre for lightness. The whole car tips the scales at 1,450kg, although Vidal revealed to us that the team is looking to whittle that number down further, to exactly 1,400kg.

The only aspects of the styling shared with the regular R5 are the windscreen, door mirrors, vertical rear lights and the '5' bootlid badge.

Flared wheelarches were an iconic part of the original R5 Turbo, and they're even bigger this time. That's not just to make the Turbo 3E look as mean as possible or as wide as some supercars, but because the engineers needed enough space to accommodate the two in-wheel electric motors at the rear.

Underneath is a bespoke aluminium platform created by performance arm Alpine, with an 800-volt electrical architecture, such as you'll find in the Porsche Taycan or Hyundai Ioniq 5 N.

The Turbo 3E's two electric motors produce 533bhp and 4,800Nm of torque. This results in a 0-62mph time of less than 3.5 seconds and a power-to-weight ratio of 372bhp per tonne, which is better than a Porsche 911 GT3's. The R5's top speed is 168mph.

Renault claims the e-motors offer more explosive power delivery than regular ones, yet are smaller and lighter. Under the floor is a 70kWh battery that offers up to 248 miles of range, or enough energy for up to half an hour of serious track driving.

Inside are two carbon-fibre bucket seats with six-point harnesses, a roll cage where you might expect the rear seats to be, a rally-style handbrake lever in the centre console and the message 'accroche toi' (hang on) in the passenger footwell.

There's also Alcantara just about everywhere you look, and it features a hand-drawn, cartoon-like tartan pattern. Sadly, Renault hasn't made a carbon-fibre baguette holder yet.

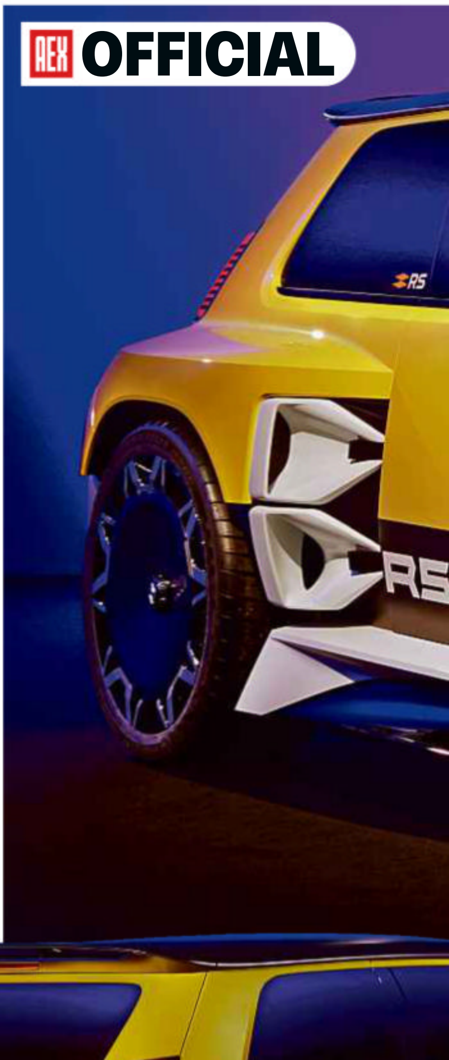
Not everything is unique. The three-spoke, flat-bottomed steering wheel comes from the A290, because it already has a dedicated button for toggling between the four drive modes – Snow, Regular, Sport and Race, which activates the drift-assist function. There's also a special 'OV' (overtake) setting that's available for when you need the full beans.

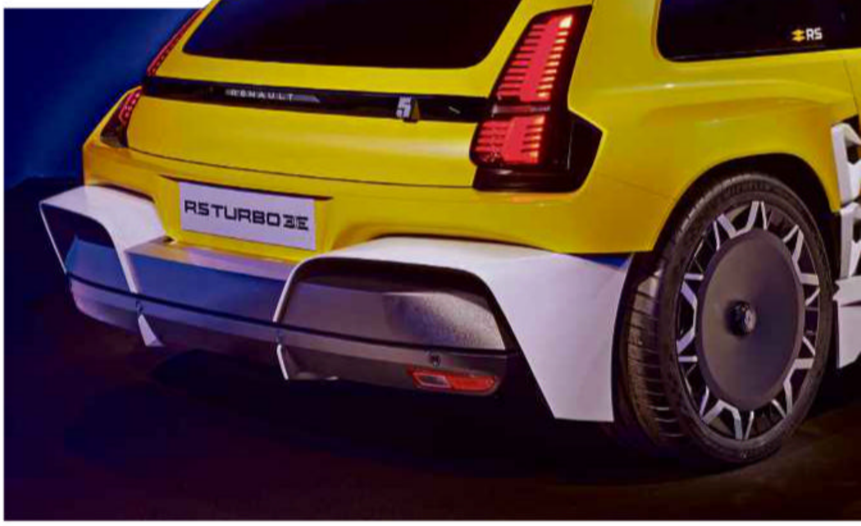
The 10.25-inch digital driver's display and 10.1-inch touchscreen are also available on the regular R5, but the graphics are unique and inspired by the original Turbo's dashboard.

Vidal said: "We could have gone more hardcore with the interior and just had few needles, and that's it. But we said no, we still need to have connectivity and a few features in there, especially if people are going to actually drive the car to a track rather than just put it on a trailer."

Production of the Renault 5 Turbo 3E starts in the first half of 2027, and 1,980 examples will be built as a nod to the year when the original car was launched. Buyers will be able to pick from a range of customisation options. The starting price will be more than £100,000, and the most heavily bespoke versions are likely to cost close to £200,000.

PAGE 68: Renault 5 EV takes on Fiat 500e





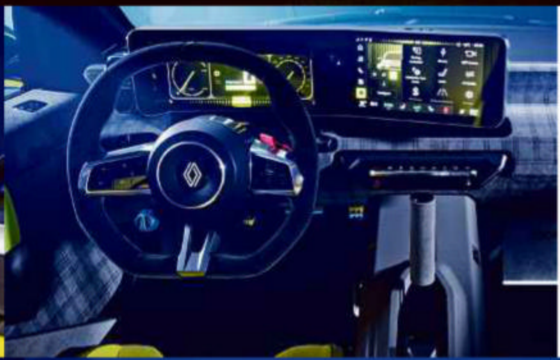
> **"RENAULT'S DESIGNERS CAME UP WITH THE IDEA, WHEN THE BRAND WAS LOOKING TO PROVE IT CAN 'MAKE ELECTRIC CARS EXCITING'"**

ff bonkers 5 Turbo 3E

s packing 4,800Nm of torque

5 TURBO 3E
R5 TURBO 3E

> **"YOU HAVE TO BE BRAVE TO DO A PROJECT LIKE THIS, AND YOU HAVE TO BE BRAVE TO DRIVE IT AROUND AS WELL"**
>
> **GILLES VIDAL** Renault's design director



INTERIOR
Driver gets a twin-screen set up, while the driving modes are selected via a steering-wheel control and include a Race setting with a drift-assist function

PUMPED UP
Bulging wheelarches are a nod to the eighties' original, but are also needed to house the two rear wheel-mounted electric motors

R5
R5 TURBO 3E

Porsche to build new pet

Phil McNamara

Phil.McNamara@autoexpress.co.uk

Brand's U-turn heads off gap in portfolio blown open by slowing EV transition

AEX EXCLUSIVE

"WE WILL BE DEVELOPING AN SUV, A TYPICAL PORSCHE SUV. THE FIRST DRAWINGS AND CONCEPTS ARE BEING ENTHUSIASTICALLY RECEIVED"

OLIVER BLUME
Porsche CEO

AEX PORSCHE is developing a new SUV powered by combustion and hybrid engines, as its electric-only Macan ambitions stall.

The firm launched the Macan last year, and delivered 18,274 electric SUVs in the final few months of 2024. But sales of the long-standing petrol and hybrid versions will continue in some markets, including the UK, until production ceases within a couple of years.

Afterwards, Porsche will stick to its plan to sell the Macan purely as an electric SUV. But that leaves a gap in the firm's line-up for a mid-sized SUV running combustion engines, and CEO Oliver Blume has announced a new model to fill that hole.

"We will be developing an SUV, a typical Porsche SUV," Blume said. "The first drawings and concepts are being developed and they're being enthusiastically received. Of course it will cost us money, but for the future it gives us extra flexibility."

This SUV will not use the Macan badge and will be positioned as an "independent model line" with a "new design", although one true to Porsche's sporty character.

With shared parts and scale critical in the car industry, the SUV will use Volkswagen Group platforms. It can still be a true Porsche "working with synergies that we have from other models," said Blume, who is also CEO of the VW Group.

The outgoing Macan is twinned with Audi's Q5, for example, sharing the PPC (Premium Platform Combustion) architecture, and the new Porsche is likely to tap into an updated version of that module.

The timeline for the upcoming SUV is not yet public, with Porsche only saying the four-wheel-drive car would arrive by the end of the decade. That would leave a hiatus when Porsche does not have a combustion and hybrid mid-sized SUV, so the firm will strive to keep downtime to a minimum.

OLIVER BLUME Porsche CEO

"WE WILL HAVE AN ICE, A PLUG-IN HYBRID AND A PURE-ELECTRIC VERSION OF THE CAYENNE COMING TO MARKET SOON"

ADD PETROL Porsche fears Macan EV isn't enough, prompting it to develop a new combustion SUV

The ICE Macan is already off sale in mainland Europe because it doesn't meet the region's cybersecurity rules.

Slower than expected EV take-up has caused the U-turn, with Blume referring to the move as a hedge. "World regions are developing at different speeds in that [electric] transformation," he said. "So we need to look at individual segments and adjust according to regions."

The vehicle will be ideal for North America – the biggest market for Macan sales – as well as other regions that are slower to shift to EVs. Porsche has already course-corrected with the new Cayenne, and Blume said: "We will have an ICE, a plug-in hybrid and a pure-electric version of the Cayenne coming to market soon." They'll arrive this year.

In 2024, EVs accounted for almost 13 per cent of Porsche's 310,718 deliveries, with the Taycan shifting 20,836 units – a crushing 49 per cent drop over 2023's figure. "Our target was 80 per cent of [Porsches to be electric] by 2030. Our product strategy allows for it but market developments mean it's not realistic," Blume explained.

Porsche's profits slumped from 7.3billion Euros (£6.1bn) to 5.6billion Euros (£4.7bn) in 2024, with deliveries down three per cent. The company blamed the downturn on sales in China, supply chain issues and investing in more petrol and hybrid models while keeping up development of electromobility.

trol SUV as EV sales stall

THE CAR MAKERS SHOCKED BY THE SLOW EV TAKE-UP

LOTUS

UNDER Chinese owner Geely, Lotus is rolling out electric cars, initially hoping to grow to more than 100,000 annual sales. Hit by high tariffs in the US and Europe, its 2024 volume amounted to just 12,000 cars. Its action plan now includes pivoting to range-extender hybrids.

VOLVO

THE Swedish company has been at the leading edge of drivetrain changes, dropping diesel exactly a year ago. Market forces have also forced it to drop its pledge to sell only electric cars by 2030. Volvo will now extend the life of plug-in hybrids, and 10 per cent of its sales could still be mild-hybrids at the end of this decade.

BENTLEY

BRITISH luxury car maker Bentley was also gunning to be all-electric by 2030, but has pushed back its end date for combustion engines by five years, in sync with the EU phase-out of non-electric new-car sales. The brand's first electric vehicle – an urban SUV – will arrive towards the end of next year.

> “BENTLEY HAS PUSHED BACK ITS END DATE FOR COMBUSTION ENGINES BY FIVE YEARS, IN SYNC WITH THE EU PHASE-OUT OF NEW ICE CARS”

AEX EXCLUSIVE

Italian brand will facelift ICE version of its supercar this year

Maserati abandons its plan for electric MC20

THE planned Maserati MC20 Folgore electric supercar has been scrapped due to lack of demand, as exclusively revealed by Auto Express. Instead, the firm will use 2025 to facelift the ICE car with a new look and, possibly, more power.

The flagship two-seat EV was in line to receive more than 1,200bhp from a tri-motor electric powertrain, but head of Maserati North Europe, Mariangela Del Vecchio, has now put paid to the plans. She said the car has “currently been discontinued because of a lower demand of BEV in the super-sports car segment”.

Del Vecchio quickly followed her comments on the brand's EV project by insisting the near-five-year-old supercar would be treated to an update later in 2025. “We will have a revised version [of MC20] in the second half of the year – a facelift,” she said.

Elsewhere, it seems conversations about the next-generation Maserati Quattroporte are ongoing, with no defined platform or powertrain strategy, and no confirmed pathway for the manufacturer's future flagship saloon car. It was previously thought to be an electric-only four-door model, but parent company Stellantis's decision to double down on hybrids could influence powertrain choice for the future model, which is set to replace not only the outgoing Quattroporte, but also the smaller Ghibli.

“We have mild-hybrid in the Grecale,” said Del Vecchio. “What we don't have is a plug-in hybrid, because the company direction was very clear: we'll just go full-electric, rather than have that interim period. Future development could be open, particularly with Levante and Quattroporte. It's still all under review, and it's all driven by the consumer.”

Del Vecchio confirmed it's technically feasible, despite the fact it's not yet clear what platform the car will sit on. “I know with quite a few of the competitors, they've gone down a slightly different strategy in terms of having fully developed, electric-only product lines,” she told us.

“The strategy for Maserati clearly wasn't that; it was to create the one product and then offer the choice of powertrains.”

Half of buyers' next car likely to be EV

AA survey says EVs are Marmite

WE all know how polarising the debate around electric cars can be, with arguments regularly breaking out on social media between the EV evangelists and die-hard petrolheads.

Now the AA has produced a study looking into the views of drivers around EVs, and has determined that when we think about electric cars we fall into one of four groups: Rejectors, Doubters, Potentials and Adopters.

According to the AA's research, EV rejectors make up 22 per cent of drivers, who absolutely refuse to consider that they'll ever be forced to drive an electric car. A further 20 per cent fall into the Doubters category, and feel neutral or unlikely to choose an EV as their next car, and aim to stick with their petrol or diesel choices for as long as they can.

On the pro-EV side, the Potentials are the biggest group, and consist of the 52 per cent of drivers who say they're highly likely to purchase an EV as their next car, or in the next five years. The final group is Adopters, which, as the name suggests, is the seven per cent of drivers who have an EV or have driven one in the past.

The AA study also revealed some fascinating insights into the high level of misinformation around EVs. It says many drivers don't realise that new petrol and diesel cars will get rarer in showrooms as the ICE ban draws near, while seven per cent think sales of both new *and used* petrol and diesel cars will be banned.

AA calls for return of the hard shoulder on smart motorways

Tom Jervis

Thomas.Jervis@autoexpress.co.uk

National Highways report shows a rise in accident rates in some places, as many motorway drivers tell AA they feel less safe than three years ago

THE AA is campaigning for the reinstatement of hard shoulders to so-called 'smart motorways' with all-lane running, following the release of National Highways data that points to some roads having higher 'killed and seriously injured' (KSI) accident rates than before the hard shoulder was taken away.

All-lane running was introduced on British motorways in 2014 and has been highly controversial ever since, with some drivers fearing the consequences of breaking down on fast-moving, crowded roads with nowhere to escape the traffic.

The Department for Transport, under then secretary of state Grant Shapps, introduced an 'action plan' in 2020 that was supposed to "raise the bar" on motorway safety. It eliminated 'dynamic hard shoulder' motorways where all-lane running was part-time, and included measures to speed up the deployment of radar-based Stopped Vehicle Detection (SVD) tech to help National Highways control centres close lanes promptly in the event of breakdowns or collisions.

However, continued failures by National Highways to meet safe operational standards for its Stopped Vehicle Detection system has led to motoring organisation the AA to call for the reinstatement of hard shoulders on all motorways.

"Data released by National Highways shows that several sections of all-lane running on the M1 have a higher KSI rate than before the loss of the hard shoulder," said AA president Edmund King. "At the same time, a third of radar detection schemes tested failed to meet the standard – two of which failed and worsened in a 12-month period," he said.

"Shockingly, junctions 10-12 on the M62 had a system failure for almost a month," he added.

EDMUND KING
AA President

"DATA SHOWS SEVERAL SECTIONS OF THE M1 HAVE A HIGHER KSI RATE THAN BEFORE THE LOSS OF THE HARD SHOULDER"

"This loss of safety technology, which drivers have been asked to put their trust in, meant they were put in unnecessary danger."

According to King, it's no surprise that AA polling suggests a third of drivers feel less safe on motorways today than they did three years ago. He says it's time to accept that smart motorways have failed, and to side with the majority of drivers, who want to see hard shoulders reinstated everywhere across the UK's motorway network.

The UK roads regulator is the Office of Rail and Road (ORR), and it says that although National Highways appears on track to complete a package of safety improvements by its 2025 deadline, it looks "unlikely to meet its target of halving KSIs on the strategic road network".

According to the ORR, available data shows that at a national level, Stopped Vehicle Detection continues to meet the performance requirements set by National Highways. Worryingly though, it also says some individual schemes missed targets, with seven out of 36 metrics below target across 12 tested sites.

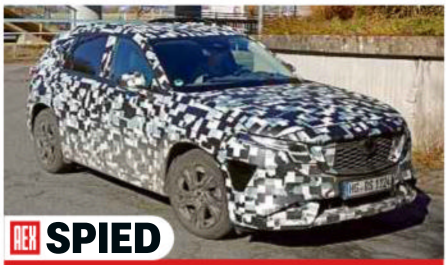
"Despite this, the SVD system continues to deliver safety benefits for road users," the ORR said.

Fewer potholes being repaired

THE number of potholes filled has dropped year-on-year, despite pre-election promises from the Government to repair an additional million annually.

Findings from the Asphalt Industry Alliance's annual ALARM report show that in the 2024/25 financial year, 1.9 million potholes were filled across the UK, down from two million the previous year.

When asked whether the Government had broken its promise, a spokesperson said that an additional £1.6 billion investment will "help fix the equivalent of up to seven million extra potholes over the next year." This is a drop in the ocean, however, with the AIA reporting that the one-off cost to fully repair Britain's roads now stands at £16.81bn.



Automedia

Styling looks similar to current car's

Sleek new Mazda CX-5 SUV caught out in the open

THE current Mazda CX-5 is due to be replaced soon and we've caught the new version testing for the first time.

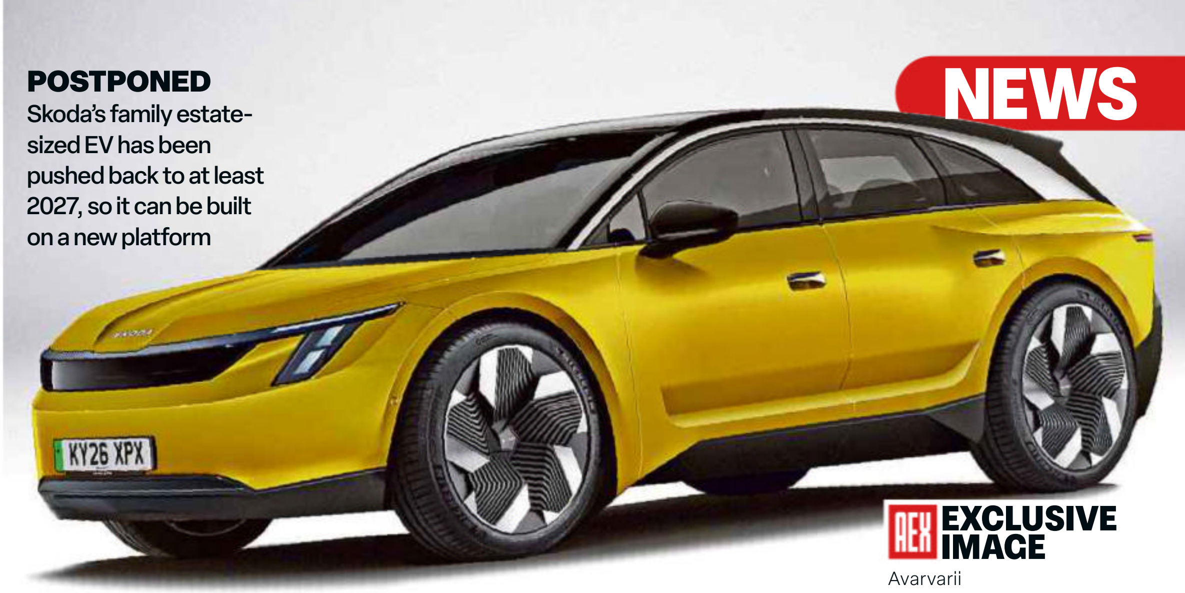
Mazda revealed to Auto Express last year that we can expect a new CX-5 by 2027. But judging from these spy pictures, we might see the new car as soon as late this year.

The prototype model we spotted gives us a great look at the new CX-5's design, although you'd be forgiven for thinking this is a mere facelift, because the proportions and detailing are very familiar.

At the front we can spot a thinner headlight arrangement and grille that are more akin to what we've seen on the new 6e saloon and CX-6e concept. At the rear there's a twin-exit exhaust system plus a thin, horizontal light cluster not too dissimilar to the CX-80 SUV's.

A brief glimpse of the interior tells us the CX-5 may take inspiration from the 6e with a huge 14.6-inch touchscreen mounted on the dash, although this may be changed for the production model.

Electric power for a Mazda mid-sized SUV will come in the CX-6e in 2027, which will sit alongside the 6e. We already know the new CX-5 will retain a petrol engine, although it'll be mated with a new hybrid system. A mild-hybrid model is expected, but we could see a PHEV too.



POSTPONED Skoda's family estate-sized EV has been pushed back to at least 2027, so it can be built on a new platform

Avarvarii

Skoda to grow range with electric Octavia

Paul Barker

Paul.Barker@autoexpress.co.uk

SKODA will reveal a concept car in September that hints at the Octavia-sized electric vehicle it is currently developing.

An outline of a family estate-sized car was shown in 2023, and our exclusive image shows how the car could look. However, this model has been pushed back into at least late 2027 because the firm wants to build it on a new platform.

The new Scalable Systems Platform (SSP) will also underpin Volkswagen's future electric Golf-sized car, and Skoda boss Klaus Zellmer said the extra abilities make the new tech worth waiting for.

"The new platform will give more performance and be more cost-efficient, and will be the platform we are going to put the Octavia on as a battery electric vehicle," he said, although he refused to confirm if the nameplate of Skoda's top seller would be used on the EV.

New pictures from Skoda hint at its fresh seven-seat EV due in 2026

Zellmer did confirm that Skoda won't get a version of VW's new £17,000 ID.1 EV, instead extending the life of the Fabia, Scala and Kamiq to the end of the decade. Skoda will introduce a sub-£20k mild-hybrid Fabia for buyers after low-cost petrol cars, while VW will appeal to those wanting a small EV.

"We have decided not to be part of that segment, we will leave it to our colleagues in the VW Group," he said. "Volkswagen will have a 20,000-Euro BEV, Skoda will have very efficient engines in Fabia, Scala and Kamiq. We leave it up to consumers to choose what fits their personal preference best."

Two new Skoda EVs will be revealed next year. The first is the Epiq, a small £22,000 sister car to the upcoming VW ID.2 and Cupra Raval, while the other is a seven-seat electric sibling to the Kodiaq. It is known by the codename 7S and is likely to use the same MEB platform as the existing Enyaq and Elroq (driven on page 26).

Both new EVs will be shown in 2026 and arrive in the UK the following year, with the Epiq likely to appear a few months ahead of Skoda's new electric flagship.

Hot Lexus sub-brand under consideration for Europe

LEXUS could bring its high-performance Morizo RR brand to Europe, according to the company's European boss.

Pascal Ruch, vice president of Lexus Europe added the UK could be in prime position to get the products, because the first Morizo RR model, the Lexus LBX (right), is already engineered as a right-hand-drive car for Japan.

Meanwhile, Toyota is exploring how to turn its mid-engined Yaris M Concept into a production reality to offer a modern take on the Renault Clio V6 from 2001.

GYEON
GAME
CHANGERS

LEATHER
SHIELD
CERAMIC LEATHER COATING
GYEON

2016 ↘

WORLD'S FIRST CERAMIC COATING FOR AUTOMOTIVE LEATHER!

Q² LeatherShield EVO **builds** a durable and highly **resistant** barrier against dirt, **stains**, liquids, and dye trans**fer** without changing the **finish** or feel of any automo**tive** leather upholstery.

WATER REPELLENT
ANTI-STAIN PROTECTION
DIRT REPELLENT

LEATHER
SHIELD
CERAMIC
LEATHER COATING
EVO
GYEON

All GYEON world's first formulations unveiled at >

GYEON

SPIED New Dacia Sandero spotted for the first time

DACIA is about to facelift its popular Sandero supermini, which has been seen in disguised form while testing. It sports a more robust look and potential changes under the metal.

The most significant design changes are at the front of the car – the bumper looks chunkier and squarer than before, and is similar to the Spring EV's. There are new headlights as well, and a slimmer front grille with what appears to be a camera underneath. Finally, the upper and lower grille both have a new cubic pattern.

Changes to the rear appear to be limited to a fresh set of much slimmer LED tail-lights.

The Sandero is currently only available with a turbocharged three-cylinder engine, producing 89bhp in pure-petrol TCe 90 form or 99bhp if buyers go for the TCe 100 Bi-Fuel LPG version. We expect both engine options to remain, likely with mild-hybrid assistance. However, what we hope to see is the Sandero fitted with a full-hybrid powertrain for the first time. Dacia CEO Denis Le Vot suggested to Auto Express that this could happen soon and this facelift would offer the perfect opportunity.

SPIED

Automedia

CONCEPT
Lanzador EV will be based on underpinnings already developed by Porsche, and will have 'Ultra GT' styling

First Lamborghini EV set to get 2,000bhp

Phil McNamara

Phil.McNamara@autoexpress.co.uk

THE most powerful Lamborghini ever is in the works, with almost twice the power of today's 1,001bhp Revuelto – and no combustion engine.

Development work on Lambo's first pure EV is under way, with the high-riding coupé set for launch in 2028. It'll pack electric pace too, with up to 2,000bhp, according to Oliver Blume, Volkswagen Group CEO and boss of Porsche.

Like the 2023 Lanzador concept, the four-seater will be underpinned by the group's forthcoming SSP architecture. This will be available in "various dimensions", spanning the entire VW Group portfolio, but this iteration will be developed by its most upmarket brands.

"We are planning to have an electric vehicle, with a joint electric parts kit," Blume told VW's financial results press conference. "There's an opportunity for synergies. Lamborghini plans to go on the platform developed by Porsche."

True to Lamborghini's DNA, the car will have all-wheel drive. High-performance electric motors will spin each axle, and an electronic management system will precisely distribute torque to all four wheels.

The production Lanzador's power output sits in the league of the Lotus Evija hypercar, which can dispatch the 0-62mph sprint in under three seconds, although the Lambo will be bigger and heavier. Rear-wheel steering should help the car pivot into corners and feel stable at high speeds.

Feeding the motors will be a 980-volt electrical architecture, eclipsing that of the Lotus and the Rimac Nevera. "It's a sporty [electrical] set-up," said Blume with some understatement, "that's specific to Lamborghini".

Blume refused to confirm whether the Lanzador will be constructed from carbon-fibre composites, aluminium or a multi-material mix but "it will be assembled in Sant'Agata", Lamborghini's home town.

Updated Toyota Corolla hatch and estate on sale now

TOYOTA has quietly revised the Corolla with more recycled materials plus a revised version of the 2.0-litre hybrid powertrain.

The refreshed range is available to order now priced from £30,505, and buyers can pick from a five-door hatchback or Touring Sports estate. All models have new synthetic leather on the steering wheel and gear knob, and a selection of 10 exterior paint colours, including a new 'Metal Oxide'.

The two hybrid powertrains have been carried over, but while the 1.8-litre unit still produces 138bhp, the 2.0-litre's output has dropped from 193bhp to 176bhp.

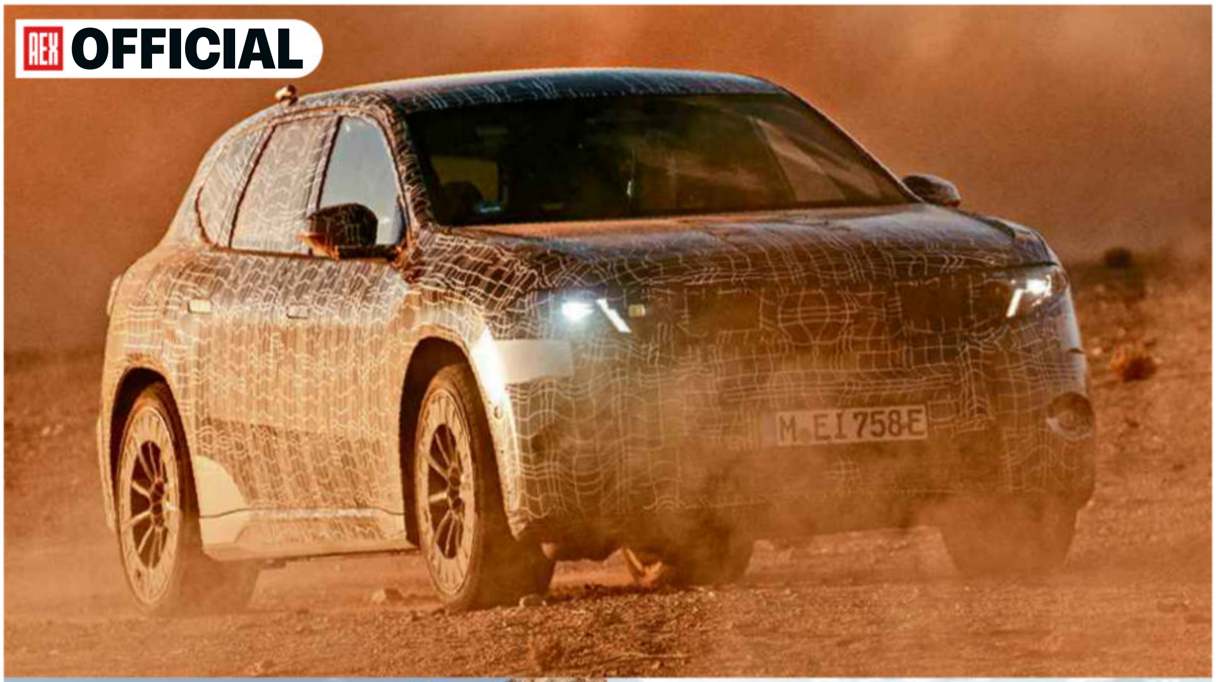
STYLING
Buyers have 10 paint options, while mirror caps now have a black finish

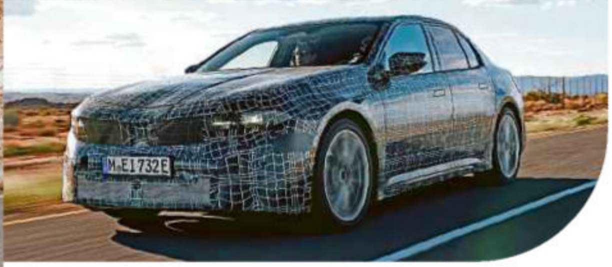
BMW readies Neue Klasse iX3 SUV for launch in September

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

REPORT New electric SUV will herald all-new design language for BMW





DISGUISE The iX3 (main image) will precede the 3 Series saloon (above), bringing new design cues to BMW's range of Neue Klasse models

THE next-generation BMW iX3 will make its world debut in September at this year's Munich Motor Show. The all-electric SUV will launch the brand's hugely important 'Neue Klasse' family of cars.

Currently in the final stages of testing, the second-generation iX3 (main image) will act as the starting gun for BMW's plan to introduce "at least six" Neue Klasse models by 2027. The next 3 Series saloon will be among them, and is also being readied for launch next year.

We've recently spied facelifted versions of the BMW 5 Series and 7 Series testing as well, both sporting Neue Klasse styling cues. These are just two of the astounding 40 new or updated models that the BMW Group as a whole (which also includes MINI and Rolls-Royce) is set to launch over the next two years.

The iX3 will go into production before the end of this year, and will rival the Audi Q6 e-tron, Porsche Macan Electric and forthcoming Mercedes GLC EV, which we drove a prototype of last week (Issue 1,873).

The outgoing iX3 was simply the electric version of the petrol and diesel-powered BMW X3, the latest iteration of which has just been launched. This time, however, the two SUVs will look different, sit on different architectures and feature radically different interiors.

Despite the heavy camouflage, it's clear that the new family face for all the Neue Klasse models ditches the enormous, polarising, vertical kidney grilles on the BMW iX and i7. Instead, the iX3 will feature a much smaller arrangement, inspired by the BMW 2000 saloon from the mid-sixties. On either side of the grilles will be panels that incorporate the headlights with a sharp new lighting signature.

Meanwhile, new images of the all-electric 3 Series (above, right) reaffirm it will have similar styling to the ICE models, but with different proportions that are defined by the shorter bonnet, sleeker windscreen angle and more pronounced wheelarches. By contrast, ICE-powered 3 Series models will have longer and slightly lower bonnets to accommodate both four and six-cylinder engines.

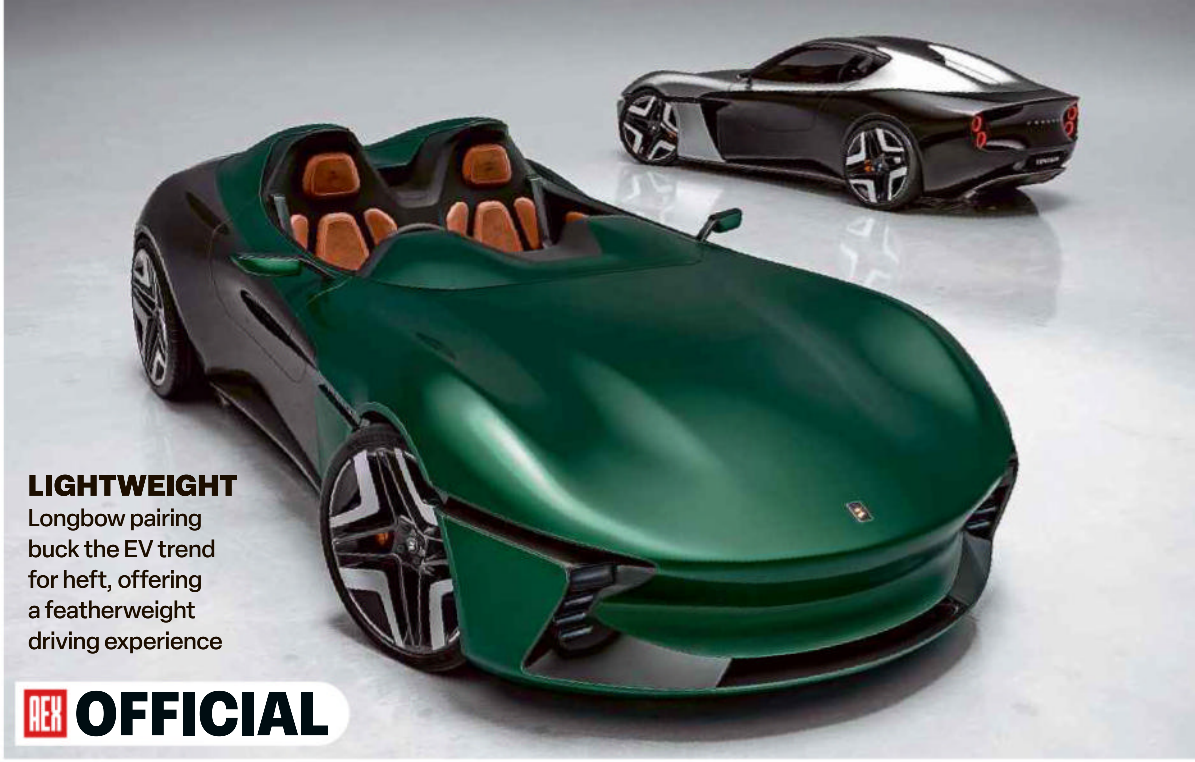
Auto Express understands that BMW has still to decide on a name for the electric 3 Series, but the options include resurrecting the i3 badge or retaining the 3 Series name with a modifier to signal its EV powertrain.

The iX3, and all future Neue Klasse models, will feature BMW's innovative new cockpit design called 'Panoramic iDrive'. The set-up uses what the brand calls its 'Panoramic Vision' – a pillar-to-pillar display stretching across the base of the windscreen – plus a 17.9-inch central touchscreen.

The iX3 and 3 Series EV will sit on a new scalable platform featuring an 800V electrical architecture that will allow drivers to add 186 miles (300km) of range in only 10 minutes. Powering them will be BMW's sixth-generation eDrive technology that's designed to provide up to 30 per cent more range, 30 per cent quicker charging and 25 per cent better efficiency than today's tech.

For context, the BMW i4 offers a range of up to 373 miles, which suggests the new i3 (or whatever it may be called) should manage more than 400 miles between top-ups.

> **"DESPITE THE HEAVY CAMOUFLAGE, IT'S CLEAR THAT THE NEW FAMILY FACE FOR NEUE KLASSE MODELS DITCHES THE CURRENT ENORMOUS, POLARISING KIDNEY GRILLES"**



LIGHTWEIGHT Longbow pairing buck the EV trend for heft, offering a featherweight driving experience

OFFICIAL

British EV start-up offers a light touch

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

THE tradition of lightweight British sports cars seemingly does have a place in an all-electric future. New brand Longbow has unveiled a pair of two-seat EVs – the hard-top Roadster and topless Speedster – that both weigh less than one tonne and will be hand-built in the UK.

Longbow calls its first creations 'Featherweight Electric Vehicles' (FEV), and says development of both cars has been focused on simplifying things, plus driver engagement and relentlessly adding lightness "until all that remains is automotive intoxication".

Longbow says its cars are designed to "represent driving 'like it used to feel' with craftsmanship that does not distract or detract from the immediate experience". The company sees them as spiritual successors to iconic models like the Lotus Elise and Jaguar E-Type.

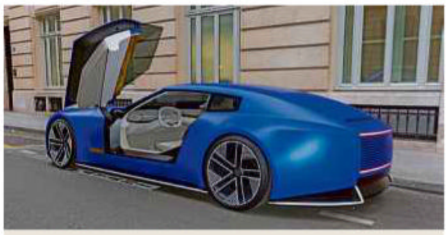
The striking duo sit on a bespoke aluminium chassis that has been engineered to blend minimal weight with maximum stiffness, while their electric powertrains will comprise "lighter and more compact" e-motors and batteries than those used in other EVs. However, other key technical details, such as the power output of the electric motors, have yet to be announced.

The Longbow Speedster will arrive first, and we've been told it will do 0-62mph in 3.5 seconds, have a range of up to 275 miles and tip the scales at 875kg, making it more than a tonne lighter than a single-motor MG Cyberster. Prices will start from £84,995.

The Longbow Roadster will follow and, due to the addition of a roof, will weigh 995kg. It will hit 62mph in 3.6 seconds.

However, this version will be priced from £64,995, which means it's lighter, quicker and less expensive than an Alpine A110 R.

Just 150 examples of each model will be produced and reservations for both are open.



Stunning Type 00 appeared in France

Jaguar concept brings the streets of Paris to a halt

JAGUAR'S Type 00 concept has made its dynamic debut on the streets of Paris, sporting a unique matt paint finish called 'French UltraMarine Blue'.

Images of Type 00 in the French capital highlight just how low to the ground it is, as well as showcasing its enormous 23-inch wheels, equally eye-catching 'butterfly' doors and slick retracting bootlid.

The two-door grand tourer's rear 'window' arrangement slides up and forward to reveal what looks to be a sizable load bay. The mechanism also allows the driver to see behind them; as with the new Polestar 4, there's no traditional window.

The Type 00 is just a concept though, and won't itself make production. Instead, it shows the new direction of Jaguar, and shares clear design cues with the four-seat, all-electric GT production car that's due to be unveiled late this year.

According to Jaguar, the Type 00's long bonnet and bluff front end will be on the production model, as is obvious from images of various prototypes we've seen testing. But it's still unclear if certain details – such as the bootlid mechanism – will feature on the final car.

Changes to the large VW are all internal

VW Grand California treated to in-cabin tech upgrades

VOLKSWAGEN has updated its Grand California camper, with more technology and improved warranty cover.

The biggest changes come inside, where the Grand Cali gets a new digital dashboard with standard-fit Apple CarPlay and Android Auto.

The basic central screen now measures 10 inches, and can be upgraded to a 12.9-inch display for an extra cost. In the rear, every version now gets the five-inch portrait touchscreen first seen in the smaller California.

There are no exterior visual changes to the two models: the Grand California 600 costs £84,806, while the bulkier 680 starts at £86,800.

Tom Jervis

Thomas.Jervis@autoexpress.co.uk

ALMOST half of prospective new car buyers would refuse to switch to an electric vehicle, even if the Government offered a financial incentive to try to tempt them, according to a survey by the UK's automotive industry trade body.

This puts a dent in the Government's ZEV mandate, under which ever-more EVs must be sold.

The start to 2025, at first glance, appeared positive, because EVs accounted for roughly 23 per cent of new car sales in the first couple of months – up from 15.8 per cent the year before. However, this apparent acceleration of interest may be a red herring, because a survey by the Society of Motor Manufacturers and Traders (SMMT) found that numbers aren't expected to grow much further, with only 23 per cent of prospective new-car buyers saying they would consider an EV before 2028.

Furthermore, of those who said they would not choose an electric car, three in five said they still wouldn't opt to go electric even if the Government brought back a financial incentive along the lines of the EV plug-in grant, which was discontinued in 2022. It's also worth pointing out that nearly half (48.7 per cent) of those who originally said they would buy a new electric car already own one, meaning sales could be driven by existing EV adopters, not new converts.

The SMMT, as well as the industry it represents, believes Government incentives could be the key to turbocharging sales, which have largely been artificially stimulated by what the trade body describes as "unsustainable" discounts by manufacturers. In 2024, car makers spent £4.5 billion discounting EVs in order to meet the UK's tough ZEV mandate targets. SMMT CEO Mike Hawes noted: "This is equivalent to a third of the UK's overseas aid budget, before it was cut. Let that sink in."

This has prompted Ford to double-down on its threat to limit the sales of petrol and diesel cars in order to meet ZEV mandate quotas. Speaking to Auto Express, Ford UK CEO Lisa Brankin said: "Limiting ICE remains an option, but it's not one we really want to take." This follows comments made by the American giant's then European boss, Martin Sander, at a conference last year, when he refused to "buy compliance", threatening to "take shipments of ICE vehicles to the UK down, and sell these vehicles somewhere else".

Limiting sales would inevitably raise prices, which is bad news, especially considering Ford's cheapest model is now the petrol Puma SUV, which starts at more than £26,000.

Such a move by Ford could be triggered by an unwelcome outcome from the ongoing review into the Government's ZEV mandate targets. While little is known about what alterations the Government may make to the current policy, Brankin told Auto Express: "We've had some really good engagement with the Government and I think that they understand. The concern is that [the review] is taking a really long time. We don't know when we're going to get a response and we don't know what the decision is going to be, and so there's a massive level of uncertainty."

That said, Ford has already reacted to the UK's volatile ZEV landscape, cutting 800 jobs at its Dunton HQ in Essex. This came shortly after Vauxhall owner Stellantis followed up on its threat to cease production in the UK unless the Government makes changes to the ZEV mandate, with the firm's iconic Luton plant set to close in April. Nissan has also threatened to pull the plug on production – frightening given that the Japanese firm is the nation's biggest producer of cars.

Speaking at the SMMT's Electrified

LISA BRANKIN Ford UK CEO on the ZEV mandate review

"THE CONCERN IS THAT [THE REVIEW] IS TAKING A REALLY LONG TIME. WE DON'T KNOW WHEN WE'LL GET A RESPONSE"

WHAT CAN
THE UK'S TR

WITH SLOWER-THAN-EXPECTED SALES, A LACK

MIKE HAWES SMMT CEO

"CAR MAKERS SPENT £4.5 BN DISCOUNTING EVS IN ORDER TO SECURE SALES. THIS IS THE EQUIVALENT OF A THIRD OF THE UK'S OVERSEAS AID BUDGET, BEFORE IT WAS CUT. LET THAT SINK IN"

BE DONE TO HELP RANSITION TO EVs?

K OF CHARGERS AND ZEV MANDATE CONFUSION, IS THE ELECTRIC REVOLUTION STALLING?

9°C
Completes at
11:44
Battery level
01%
Limit set to 100%
Range
3 mi
Charging info
1 mi/h
1~
5/30A
214V

INACCESSIBLE
Despite increasing calls, none of the UK's chargepoints is easily accessible for disabled users

conference in Westminster, Minister for Future Roads Lilian Greenwood promised the results of the ZEV consultation would be published "later in spring". Guidance from the Cabinet Office says a response should be supplied no further than 12 weeks following a consultation's end, meaning the latest we should expect an update would be this May.

DRIVERS RISK BEING STRANDED BY PATCHY CHARGING NETWORK

"Patchy" and rife with "inequalities" – that's the government's Public Accounts Committee's evaluation of the UK's EV charging network after an official report found several dark spots across the nation.

While the Public Accounts Committee (PAC), the body that monitors the effectiveness of the Government's public spending, observed that the UK's charging infrastructure is "gathering pace", there is great concern that the majority of new chargepoints are being installed within dense urban areas, such as London.

The chairman of the PAC, and Conservative MP for the North Cotswolds, Sir Geoffrey Clifton-Brown said: "This allows Londoners to easily zip around the capital." And while the government is currently on track to hit its target of 300,000 public chargers in 2030, more than 43 per cent of units currently installed are in London and the south-east.

According to the PAC's findings, there are insufficient numbers of public chargers located near several major A-roads in the north, west and south-west. Plus the Government is still yet to meet its target of having at least six ultra-rapid units installed at all 113 major motorway services; at the time of writing, only 80 (70 per cent) have met the requirements.

On a more localised level, regional authorities are struggling to comply with regulations. Several projects have met delays, with only 10 of the current 78 commissioned projects set to be completed this month.

CHARGING NETWORK FAILING DISABLED POPULATION

Two-and-a-half years after the introduction of specific guidance to ensure public EV chargepoints are accessible for all, the PAC has hit out at those in power for ignoring the needs of disabled people, because not one of the nation's public chargers is fully barrier-free for disabled users, according to the country's leading disability mobility charity.

The PAC's report on the state of the UK's charging infrastructure points out that, according to a study by the Motability charity conducted last year, none of the UK's EV public chargepoints can be deemed "fully accessible" for disabled people. This contradicts a study by Vauxhall towards the end of 2024, which found that around 2.3 per cent of on-street public EV chargers comply with the PAS 1899 accessibility standard.

Of course, this is still a tiny proportion of charging locations whichever way you look at it, and the poor state of affairs is thought to be largely due to the fact that PAS 1899 standards are not mandatory – something Motability, as well as Auto Express, has called for change on.

At this time, the Government is yet to publish its review of PAS 1899, with both the PAC and Motability (a co-author of the standard), calling on the Government to do so. Clifton-Brown warned in a statement that disabled people have thus far "been left behind in the rollout", and that a lack of action "risks baking a serious injustice into the fabric of a major part of our national infrastructure".

PRICE FEAR
If Ford limits sales of ICE models, prices will go up – and with the £26k Puma as its cheapest car, that's a major worry

FIRST FOR DRIVES

26 **SKODA ELROQ**
UK drive of new electric SUV

28 **ABARTH 600E**
Behind the wheel of lurid EV

30 **CUPRA TERRAMAR**
Sporty new Spanish SUV driven

Steve Sutcliffe

mail@autoexpress.co.uk

ESSENTIALS

Land Rover Defender Octa Edition One

Price £160,800 **On sale** now
Engine 4.4-litre twin-turbo V8 petrol
Power/torque 626bhp/750Nm
Transmission Eight-speed auto, four-wheel drive
0-62mph 3.8 seconds
Top speed 155mph
Fuel economy/emissions 21.0mpg/304g/km
Size (L/W/H) 5,018/2,008/1,995mm

OFF THE ROAD
Octa is phenomenally capable when the going gets rough, and can get to places a conventional Defender is unable to reach

WHETHER the world truly needs a £160k, 626bhp, twin-turbo V8 Defender that can climb mountains as nonchalantly as it can hit 62mph in less than four seconds will forever be a point of contention. But for certain types – those with a lot of money to spend on a particular kind of toy – there is nothing quite like the Land Rover Defender Octa. Not from Mercedes-AMG, not from Porsche, nor even Lamborghini. Not from anyone, anywhere, at any price.

As such, the Octa is a vehicle some folk will feel they absolutely must have in order to stay one step ahead (of who or what is less certain). Hence the reason the initial batch of Edition One versions – which cost £15k more than the regular £145,300 model and come with bespoke paint and a part-carbon-trimmed interior – are all but sold out. That's the version we're testing here.

It also helps explain why Defender sales have exploded recently, rising from 12,000 vehicles a year initially, to 12,000 per month globally today. Buyers in this class can't get enough of this most British of car brands, it seems, and right now the Octa is in a league of one.

Powered by a 4.4-litre BMW-sourced (but Land Rover-tuned) twin-turbo V8 that's mated to an eight-speed automatic gearbox with high and low-transfer ranges, and riding on a heavily revised Defender 110 platform featuring '6D Dynamics', the Octa is a technical tour de force, as well as an icon of go-anywhere ability. Its creators claim it is the world's fastest all-terrain SUV, and judging from the spec sheet, it's not too difficult to see why.

The chassis is hydraulically suspended and rides 28mm higher than a standard Defender's, to provide it with a far wider range of abilities off road. It can also be raised by a further 75mm to enable it to wade through deeper rivers than any Defender yet. The brakes, steering, wheels, tyres and entire suspension system have also been re-engineered to provide far sharper on-road responses, with three different tyre choices available.

The majority of owners, we suspect, will opt for the more road-biased 22-inch all-season tyres from Michelin, on which the Octa has a top speed of 155mph and can hit 62mph in a vaguely surreal 3.8 seconds. But the most appropriate tyre to go for is surely the Goodyear All-Terrain, which is only available in a 20-inch size and reduces the top speed to 100mph. Yet it's the one option that fully unlocks this car's almighty abilities – both on and off road. The launch vehicles we drove came on this tyre, even though it makes on-road handling a little fuzzier, which can be amusing in itself with 626bhp and 750Nm beneath your right foot.

Inside, the Land Rover Defender Octa features many bespoke details to distinguish it above and beyond the regular Defender, with which it still shares its basic cabin architecture. The headline upgrade is the seats, which are massively more supportive than those of a normal Defender and also feature 'Body and Soul' audio technology. This allows you to "feel as well as hear music" and includes "six different wellness programmes to help relax occupants and improve their cognitive responses on the move". They have an optional massage system, in other words.

Either way, the Octa is a deeply compelling vehicle just to be in, let alone to drive, although the extra ride height is noticeable from the moment you try to climb aboard – or step out – and realise just how much higher the whole car sits.

Once ensconced behind the Octa's big, chunky steering wheel, the sense of majesty the car emits

Land Rover Defender Octa

FIRST DRIVE V8 Defender Octa is an environmentalist's nightmare, but it's the most capable Land Rover by far

DEFENDER
KP25 EUY

ON THE ROAD
Defender has a 626bhp 4.4-litre twin-turbo V8 under its bonnet, and the various chassis upgrades allow you to make the most of it

"Everything has been re-engineered to provide the Defender with far sharper on-road responses"

INTERIOR
No matter which of the seats you find yourself in, the Defender has an air of majesty. Everything feels sumptuous, and the extra ride height means you look over the top of most other vehicles

DEFENDER
KP25 ETF

is palpable. Even before you press the starter button it feels like a special car to be inside, with supreme all-round vision, mainly because you sit so high and can see over most other vehicles. The rear-view mirror, on the other hand, will come as a shock, because the view it provides is that of a camera, not a mirror reflection; most of the rear screen is covered in a great big spare tyre.

Thumb the starter button and the M5-derived V8 doesn't explode into life with a burst of wild revs but, instead, just starts, simple as that. It's quiet enough not to wake the neighbours – if indeed you have neighbours as an Octa owner. There are just three main drive modes to choose from; Comfort All Terrain (which is the default setting), Dynamic and Octa.

If you then venture off road there are all sorts of other sub-settings you can dial up to put the suspension, gearbox and drivetrain in the optimum settings for your chosen terrain. These range from 'mud ruts' to 'sand' to 'rock climbing' and even include a bespoke mode for wading through water, in which the exhaust valves close when reverse is selected to prevent the V8 from ingesting water while going backwards. Whatever scenario you can think of, treble it in terms of severity or

“We averaged just 12mpg on test, but beyond this the Octa is an incredibly well sorted road car”

EDITION
ONE

ridiculousness and the Octa has it covered. With jam and clotted cream on top.

We drove it for a good 120 miles on some of the UK’s best roads between Newcastle and Edinburgh, on which it was every inch as fast and refined as a Range Rover Sport but with an extra edge to its steering, brakes, engine, gearbox and handling that made it even more engaging to drive. And later in the day we drove it along a river-bed, and up the side of a mountain that even a regular Defender couldn’t climb. We also conquered a violent rally stage at stratospheric speeds.

To say it has breadth of range feels like a wild and inappropriate understatement. On the road the Octa is a fantastically fast and entertaining SUV that’s extraordinarily refined, too. In Dynamic mode it also makes a noise and has a clarity of purpose that will completely blow your mind. True, it needs a fair bit of space in which to operate, and it certainly drinks a crazy amount of fuel (we averaged just 12mpg on test), but beyond this it’s an unbelievably well sorted road car.

Yet at the press of a button it can also do things off road in Octa mode that will fray the very edges of your imagination. However good you think it might be in the mud, think again, and you still won’t be anywhere near close.

For those who can afford it, the Land Rover Defender Octa really is the ultimate on and off-road toy. It’s a sensational machine in just everything it does on the move and is also a lovely thing just to travel in. No wonder the company can’t build them fast enough. And no wonder Defender, as a brand, is going places in such a hurry.

TECHNOLOGY

Octa is full of systems that are designed to get you absolutely anywhere you want to go, and feel utterly comfortable doing it

AEX VERDICT ★★★★½

IF there’s another road car on sale anywhere with a broader range of abilities, we’ve yet to drive it. Monstrous off-road speed and capability is one thing, but to mate this with such towering on-road grace and refinement makes the Defender Octa unique in our experience. It’s expensive, yes – obscenely so, on the surface – but the best things in life rarely come cheap. And of its type, the Octa is very definitely the best there is.

Skoda Elroq

FIRST UK DRIVE Czech manufacturer has another smash hit on its hands with its new family-friendly electric SUV

ŠKODA
KY25 OUM

ON THE ROAD
Elroq impresses with its solid feel and compliant suspension that is still firm enough when cornering

S K O D A
KY25 OUM
ELROQ
60

PRACTICALITY
A 470-litre boot should be enough for most people, and the Elroq's rear seats offer plenty of space

Alex Ingram

Alex.Ingram@autoexpress.co.uk

FOR a long time now, Skoda has made the best of the hand it's been dealt. With components so widely shared within the vast Volkswagen Group, the VW, Cupra, SEAT and even Audi brands are usually given their best shot at any tech – but even among such strongly competing car makers, more often than not it's Skoda that somehow comes up with the best car of the bunch.

In years gone by, that would have been down to the firm trumping its VW Group siblings for value, but now Skoda is beating its supposedly posher brandmates at their own game, too. And with the new Elroq, it looks like the firm's done it again.

This is our first time behind the wheel of the new EV in the UK. And back on familiar roads and in our usual climate, it's easier to figure out where the car slots into Skoda's range – and the wider market.

You only need to know the origin of the car's odd name to get a pretty good handle on things. Elroq is a portmanteau of Electric and Karoq, so this is a car pitched at the family SUV market. It also sits on VW's MEB platform (which underpins most of the group's EVs); it's slightly longer and taller than the VW ID.3, but shorter than Skoda's Enyaq.

While the Enyaq starts at just under £40,000, an Elroq fitted with a matching powertrain is £5,650 less. Pick the base model, and the range starts from £31,500. Study the Elroq's specs and it's hard to see what buyers will lose by going for the smaller car.

The Elroq is the first Skoda to carry the brand's new family face – now also adopted by the Enyaq – but many other details are largely similar to its big brother. The new car's shorter, stockier proportions, particularly from the side, are the only real giveaway.

ESSENTIALS
Skoda Elroq SE L 60

Price: £33,350 **On sale:** Now
Powertrain: 59kWh battery, 1x e-motor
Power/torque: 201bhp/310Nm
Transmission: Single-speed auto, rear-wheel drive
0-62mph/top speed: 8.0 seconds/99mph
Range: 265 miles
Max. charging: 165kW (10-80% in 35 minutes)
Size (L/W/H): 4,488/1,884/1,625mm

FEATURES Our SE L Elroq had optional 20-inch Neptune wheels. This trim comes with 19-inch Proteus silver alloys as standard

Apart from some subtly different interior trims, the cabin design is largely the same as the Enyaq's, too. It's a shame the Elroq doesn't get the rotary multi-function climate control dials used by the latest Superb and Kodiaq, but the 13-inch infotainment system is one of the most intuitive out there.

Rear head and knee room are excellent; against the tape measure they pretty much match the larger Enyaq. It's only in the boot where the Elroq gives away anything to the larger car. Even so, at 470 litres, the space is hardly small, and there's underfloor storage for the charging cables, plus a load of smart little shelves and nooks to the side for holding smaller items in place.

> "Study the Elroq's specs and it's hard to see what buyers will lose by going for the smaller car over the Enyaq"

On the road, the Elroq is very impressive and scores highly across the board as a family car. It feels solid and substantial, and the suspension is compliant enough that it doesn't jostle occupants around, yet firm enough that it keeps its composure through bends. Our car had the optional 20-inch wheels, but we'd expect things would be even smoother with the SE L's standard 19-inch rims.

Buyers are offered a choice of three motors, each paired with its own battery. The car with the headline £31,500 price has 168bhp and 310Nm, paired with a 52kWh battery for a 232-mile range. The range-topper offers 282bhp and 545Nm for a 0-62mph time of 6.4 seconds, powered by a 77kWh battery for a range of up to 355 miles.

But with that model starting from £38,650, we think the sweet spot in terms of performance and price is the car we're driving. The SE L 60 gets a 59kWh battery paired with a single 201bhp motor that gets it from 0-62mph in eight seconds flat.

Thanks to a long throttle pedal travel, it's easy to control that power precisely, and you can drive the Elroq very smoothly. If we have one minor gripe, it's the braking: the pedal feels soft initially as the brake regen is doing its work. Speaking of which, we'd like paddles behind the steering wheel to adjust the strength on all Elroq models; as it stands, you have to splash out on the SportLine trim to get them.

That one missing feature aside, the SE L is well equipped. LED headlights, wireless Apple CarPlay and Android Auto, heated front seats and a heated steering wheel, plus front and rear parking sensors, are standard here. It's certainly the one to have.

A heat pump is a £1,000 option, but even without it the Elroq was fairly efficient during our test drive. On a mixed route, we averaged 3.7 miles per kilowatt-hour, translating into a real-world range of 218 miles. That was with an outside temperature of around five degrees, so we're sure efficiency will improve significantly in warmer conditions.

INTERIOR

The cabin is very similar to the Enyaq's and is well built. The Elroq's infotainment system is one of the easiest to use on the market

VERDICT ★★★★★

SKODA looks like it has another star in its range with the Elroq. It's SUV-sized for hatchback money, and offers all the things we appreciate from modern Skodas: it's comfortable, refined, very spacious and keenly priced. The smart, well finished cabin is posher than most rivals', and Skoda's tech is slick. It's so good that many will wonder if they need the larger Enyaq now.

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

Abart

ABARTH celebrated its 75th anniversary last year, and perhaps at no point in its existence has the brand been through such a pivotal change as it's experiencing now. While the petrol-powered 595 and 695 are being laid to rest, Abarth has gone all-electric. The Italian firm launched its version of the 500e in 2023, and now it's unleashing the 600e – its most powerful road car ever.

Based on the Fiat 600e, the Abarth sits on the same e-CMP2 platform as other small electric cars from Stellantis such as the Peugeot E-2008 and Vauxhall Mokka Electric, but the Italian company has tweaked the architecture significantly.

Apart from the bodywork, the most notable difference between the Abarth and the Fiat is the power. A new electric motor produces 235bhp in the regular Abarth, or 276bhp (and 345Nm) in the limited-edition 600e Scorpionissima. Both use a 54kWh battery, offering up to 207 miles of range.

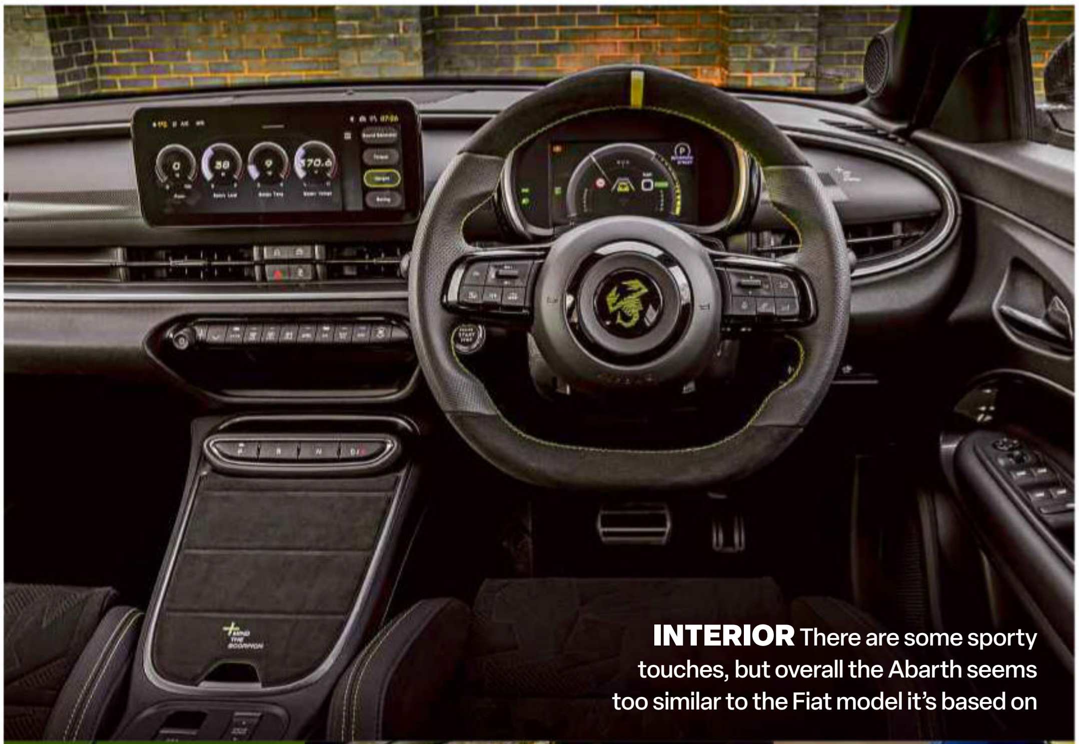
A Torsen mechanical limited-slip differential has also been added, along with a new brake system, liquid cooling for the battery and 20-inch diamond-cut alloy wheels wrapped in Michelin Pilot Sport EV tyres. The suspension and anti-roll bars are stiffer, too, plus the car's track has been widened.

Standard kit on the base model includes a 10.25-inch central touchscreen, a seven-inch digital driver's display, wireless Apple CarPlay and Android Auto, Sabelt sports seats, keyless go and a few safety systems. However, it's slightly disappointing that a rear-view camera, a heated windscreen, sat-nav and cruise control aren't fitted as standard.

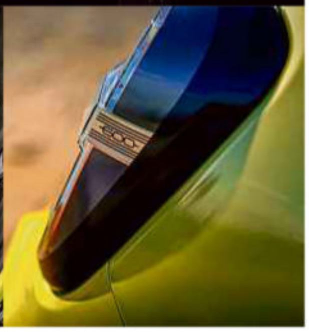
To get any of that, and the more powerful e-motor, you have to go for the Scorpionissima, which costs from £39,875. This also features even more serious-looking bucket seats, extra driver-assistance tech, a wireless smartphone charging pad, and a 'sound generator' designed to mimic the exhaust note of Abarth's petrol-powered models.

The firm already has the front-wheel-drive 500e, but the 600e is targeting both sporty EVs and – the company says – traditional hot hatches such as the Volkswagen Golf GTI and Ford Focus ST.

The Scorpionissima's 276bhp means 0-62mph in 5.8 seconds and a top speed of 124mph, but you won't get full power in the base Turismo drive mode, which restricts output to 188bhp for smoother acceleration to save range. Scorpion Street mode is slightly sportier, but if you want this EV's full potential, then you need Scorpion



INTERIOR There are some sporty touches, but overall the Abarth seems too similar to the Fiat model it's based on



ESSENTIALS

Abarth 600e Scorpionissima

Price: £39,875 **On sale:** Now

Powertrain: 54kWh battery, 1x e-motor

Power/torque: 276bhp/345Nm

Transmission: Single-speed automatic, front-wheel drive

0-62/top speed: 5.8 seconds/124mph

Range: 207 miles

Max charging: 100kW (10-80% in 27mins)

Size (L/W/H): 4,187/1,808/1,502mm

Track, which also brings a more aggressive accelerator pedal calibration, a 'Sport+' steering setting and 'Fun' tuning for the stability control.

Although the car has the same underpinnings as the Fiat 600e, the Abarth immediately feels more focused thanks to its stiff suspension and keen throttle response. In corners, there's very little body roll and overall, it feels unfazed by quick changes in direction though very tight hairpins, and the brakes deliver huge stopping power.

Given the car's harder ride and the rather aggressive-looking bucket seats, you might wince at the idea of a long journey. The wheels can find potholes challenging and the car does fidget over rough roads. Yet weirdly, the Abarth sometimes feels more compliant than you expect.

We drove the 600e on long motorway cruises, in urban environments and on our favourite B-roads, and the difference in efficiency was startling.

On a long 70mph cruise, the Abarth achieved just 2.7 miles per kWh, yet the car surprised us with its efficiency on B-roads – handy, with these being its natural home – although in town is where the 600e will get closest to its 207-mile claimed range.

The styling might not appeal to everyone, but what really catches the eye is the bodykit, which is inspired by Abarth's 850 TC race car of the sixties. Some very vivid paint options draw attention, too.

The interior also has some sporty touches, but it's perhaps more staid than the bodykit suggests and doesn't seem much different to the standard Fiat.

AEX VERDICT ★★★⯪☆

THERE'S a lot to like in the Abarth 600e. A rather brash character is the brand's calling card and it has this in spades, plus just enough performance to warrant its styling. Given that the 600e shares its platform and drivetrain with the Alfa Romeo Junior Veloce, Abarth has done well to give its car a unique flavour. But the poor range is a concern, as are – to a lesser extent – the interior quality and practicality.

h 600e

FIRST UK DRIVE Abarth's most powerful model ever gets to grips with British roads - how does it cope?

ON THE ROAD
Stiff suspension, sharp throttle response and strong brakes give 600e a focused feel

ABARTH
RX74 GFA

Cupra Terramar

FIRST UK DRIVE Boldly styled new SUV offers a sporty option to buyers after a family SUV

Dean Gibson

Dean.Gibson@autoexpress.co.uk

THE new Cupra Terramar slots into the brand's line-up above the Formentor, and will eventually replace the ageing Ateca, although the two will be sold side-by-side for a while. Prices start from around £37,500 for the new car in V1 trim, while the more powerful 2.0-litre petrol and 1.5 TSI PHEV are both offered with two outputs.

Here we're trying the most powerful model in the line-up, the 268bhp e-Hybrid, in First Edition trim, which throws loads of goodies into the mix. It is a pricey option, coming in at just under £52,000, but it provides an insight into where the Terramar fits into the compact family-SUV sector.

Initial impressions are good, because the Terramar looks very smart. Overall, it's a well proportioned car, with funky LED lights front and rear that have a triangular theme. But we're not convinced by Cupra's latest 'bullnose' styling, and there are a lot of slats and openings at the front.

Inside the layout is very appealing, though, with sporty bucket seats that don't hug you as tightly as proper race seats, and a design that looks smart, courtesy of the copper detailing, sharp screens and LED light bar that runs across the full width of the dashboard at the base of the windscreen.

There's a large starter button on the steering wheel, with the drive mode selector on the opposite side. The only other buttons on the dash are the lighting controls by the driver's door and a handful of switches next to the cup-holders; you adjust everything else through the large 12.9-inch touchscreen, which is reasonably easy to use.

On the move, the Terramar offers a decent mix of comfort and sportiness that is well suited to UK roads. However, the plug-in model really needs some charge in the battery to make the most of its performance; once it's flat, there's a jerkiness in the powertrain as the electric motor fires up.

One highlight of top-spec models is the standard-fit Dynamic Chassis Control set-up with adaptive dampers. These have 15 stages of adjustment, so you can tailor their response to your needs – or you can simply switch between Comfort, Race and Cupra modes via the button on the steering wheel.

On UK roads the most comfortable setting delivers a smooth ride that is slightly on the firm side, but nothing that is likely to cause complaint. Even the stiffest setting isn't harsh, with the car tending to follow undulations in the road rather than crashing over them, while boosting grip in corners with minimal body roll.

The plug-in Terramar is heavy, but it has a strong set of brakes. There's a slight softness to the pedal

ESSENTIALS

Cupra Terramar 1.5 TSI e-Hybrid VZ First Edition

Price: £51,790 **On sale:** Now

Powertrain: 1.5-litre 4cyl turbo petrol PHEV

Power/torque: 268bhp/400Nm

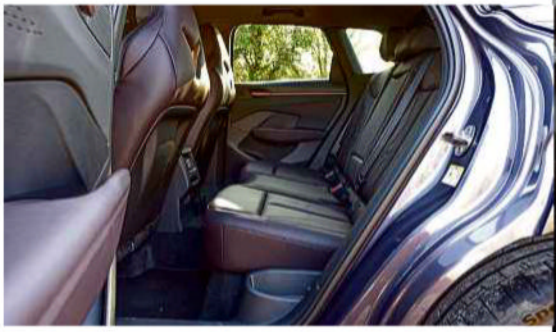
Transmission: Six-speed auto, front-wheel drive

0-62/top speed: 7.3 seconds/134mph

Economy/EV range: 565mpg/70 miles

Max charging: 50kW (10-80% in 26min)

Size (L/W/H): 4,519/1,863/1,584mm



PRACTICALITY This is a decent five-seater, though not as spacious as the related VW Tiguan. Restricted boot space in PHEV is the bigger issue

CUPRA
TE74 MAR

Pete Gibson/Otis Clay

as it transitions from energy recuperation to the discs and pads, so you need to give them a sharper prod than you might initially think, but they remain strong even after repeated use.

In Race and Cupra modes, the engine note is enhanced with extra sound piped into the cabin. It's slightly more aggressive in Race mode, while the Cupra setting delivers a mix of V8 rumble and five-cylinder Audi RS 3-style warble. It's not unpleasant, but you can deactivate it by setting up the Personal mode with your favourite options.

Fuel economy will be entirely dictated by how often you charge the battery, but if you leave it flat, then expect anything between 35-45mpg, depending on the kind of driving you do. On the other hand, a fully charged battery offers 70 miles of all-electric range, according to Cupra.

In terms of practicality, the Terramar is a decent five-seat family SUV. It's not quite as big as the platform-sharing Volkswagen Tiguan, and it's pricier, but many buyers will be willing to fork out the extra for a car that stands out and is a bit more enjoyable to drive. Besides, passengers certainly won't complain about a shortage of space.

The biggest problem is the boot. The standard Terramar has up to 630 litres of load space, thanks to a sliding rear bench, but this drops as low as 400 litres in the e-Hybrid. There's no under-floor storage for charging cables, either, because the space is taken up by the 25.8kWh battery.

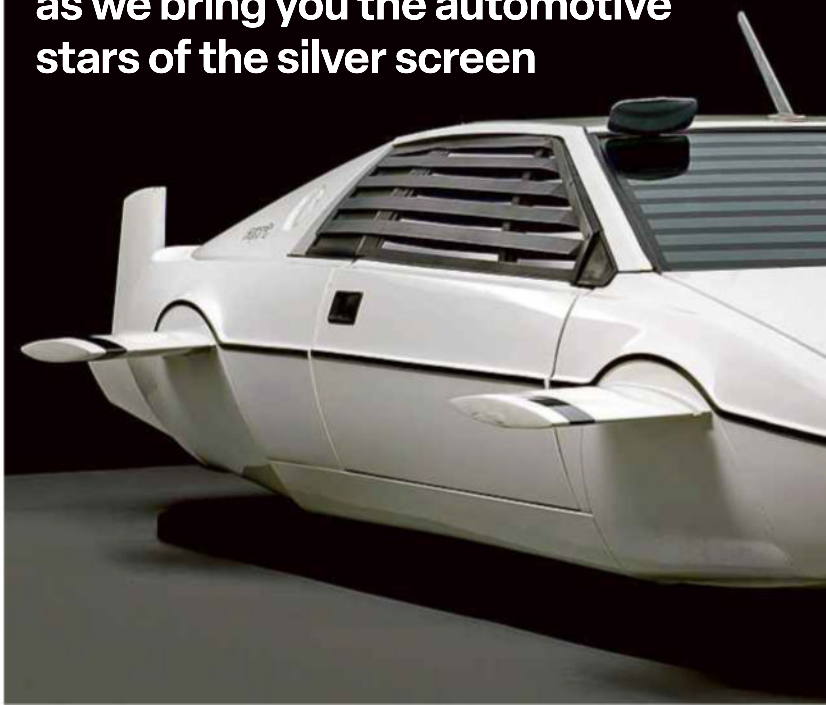
SPECIAL EDITION
Limited-run First Edition model features copper detailing on the 20-inch wheels and extra kit, but overall compares favourably with VZ2 trim

VERDICT ★★★★☆

IF you're after a sporty family SUV, then the Cupra Terramar is a strong choice. It strikes a good balance between comfort and driving dynamics, which makes it well suited to UK roads, although it doesn't quite deliver hot hatch thrills. This e-Hybrid model is at its best when the drive battery is fully charged, both for efficiency and powertrain response.

OUR BEST EVER MOVIE CARS

Grab the popcorn, sit back and relax as we bring you the automotive stars of the silver screen



Barrett Jackson

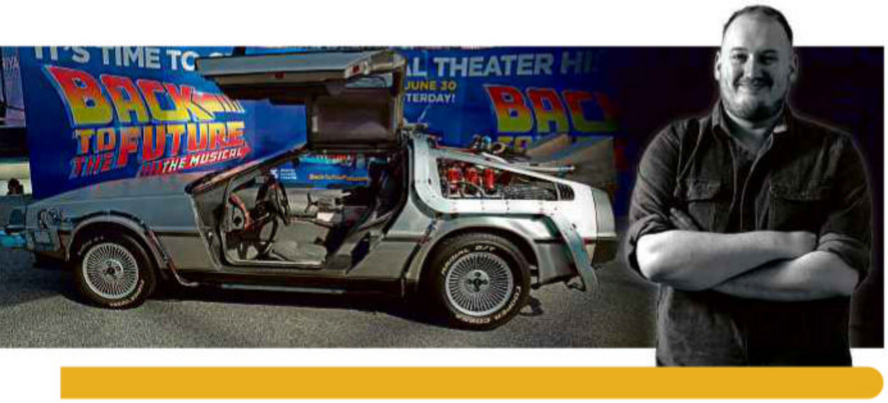
WAYNE'S WORLD/ AMC PACER

Price new: $2,700 **Price now:** £15,000 (the original car seen in the film sold for $71,500 at auction in 2022) **Powertrain:** 4.2-litre 6cyl petrol; three-speed auto gearbox **Power:** 100bhp **Acceleration/top speed:** N/A

THE 1991 film Wayne's World was brilliantly stupid, and while it's harsh to suggest the same epithet might be applied to the 1976 AMC Pacer that starred as 'The Mirthmobile', there's a case that could be argued.

Branded the 'flying fishbowl' by one contemporary reviewer, the Pacer's roots were in the seventies and predated that decade's oil crisis. AMC product planners predicted increasing demand for smaller, more efficient cars, and came up with a seemingly revolutionary format: a car with as much passenger space as a full-size American sedan of the time, but with a much smaller footprint. But a limited parts bin at AMC meant the Pacer had a 4.2-litre straight-six giving 19mpg, instead of a more frugal option.

CHRIS ROSAMOND



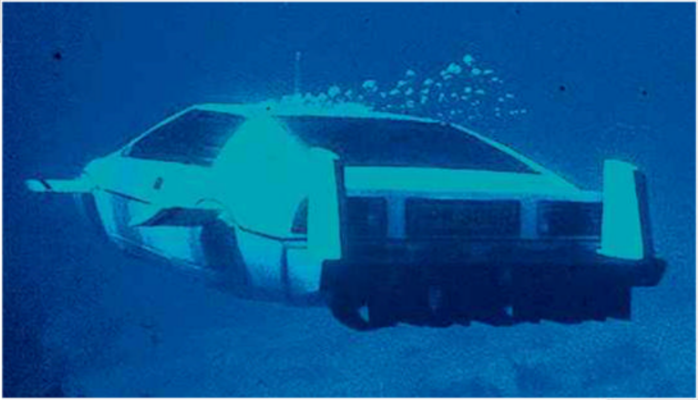
BACK TO THE FUTURE/ DELOREAN DMC-12

Price new: £16,660 **Price now:** £65,000
Powertrain: 2.8-litre V6 petrol; five-speed manual gearbox
Power: 130bhp **Acceleration/top speed:** 0-60mph in 10.5 secs/130mph

THE way I see it, if you're gonna build a time machine into a car, why not do it with some style? Those are not my words, but the words of Dr Emmett Brown in the 1985 movie. Yet frankly it's hard to argue with them. It's even harder to imagine the iconic Back to the Future trilogy without the DeLorean DMC-12 in its starring role, which actually almost didn't happen, because early drafts for the first film featured a fridge as the time machine.

It already had sci-fi looks with its wedge-shaped, stainless steel bodywork and gullwing doors. Then the film's designers added a mess of parts to the rear deck, plus the flux capacitor and endless wires inside, to make the car look like a mad science project. Of course, by the time the DeLorean was immortalised on the silver screen by Steven Spielberg in the mid-eighties, production had ended and DeLorean Motor Company had filed for bankruptcy.

ELLIS HYDE



THE SPY WHO LOVED ME/LOTUS ESPRIT S1

Price new: £7,995 **Price now:** £60,000 (£550k in sub spec)
Powertrain: 2.0-litre 4cyl petrol; five-speed manual gearbox **Power:** 160bhp
Acceleration/top speed: 0-60mph in 6.8 secs/138mph

PUTTING your faith in the reliability of a seventies Lotus to escape bad guys when it's raining might seem optimistic, but Roger Moore's James Bond did much more than that when he evaded a machine gun-toting helicopter by driving his Esprit off a pier. Luckily, he had ticked the options box for a fully working and fully armed submarine, which sees off a couple of torpedo-clad divers and an actual mini-submarine before emerging onto a Sardinian beach and handing an astounded tourist a fish, before cruising off into the distance.

Perry Oceanographic in Florida constructed what became known as Wet Nelly, the custom-built operational submarine version of the Esprit that was bought at auction by none other than Tesla boss Elon Musk in 2013.

PAUL BARKER

GONE IN 60 SECONDS/FORD MUSTANG SHELBY GT500

Price when new: £2,000 **Price now:** £200,000-plus
Powertrain: 5.8-litre V8 petrol; five-speed manual gearbox **Power:** 355bhp
Acceleration/top speed: 0-60mph in approximately 6.5 seconds/125mph

FEW movie cars have the presence of Eleanor, the Shelby GT500 from Gone in 60 Seconds. Long, low and dripping with aggression, it looks as mean as it sounds. Under the bonnet, a snarling 5.8-litre V8 engine growls like a wolf gearing up for the hunt, delivering enough power to break traction at will. But Eleanor isn't just about speed, it's also a wild animal, constantly fighting the driver, demanding skill and respect.

The custom bodywork, with flared wheelarches, a low front bumper and side-exit exhausts, gives it a menacing stance, while the way it moves – drifting, jumping and clawing at the tarmac – cements its legend. Plenty of Mustangs have hit the big screen over the years, but none of them have felt as alive as this one. No wonder Eleanor is seen as a cult hero in the eyes of automotive film fans.

GEORGE ARMITAGE

SMOKEY AND THE BANDIT/ PONTIAC TRANS AM

Price new: £5,500 **Price now:** £50,000
Powertrain: 6.6-litre 8cyl petrol; four-speed automatic gearbox
Power: 200bhp **Acceleration/top speed:** 0-60mph in 7.7 secs/149mph

THE Pontiac Trans Am has become a common car on the silver screen, with stars such as Steve McQueen and John Wayne driving one. But mention the Trans Am to any car or film buff and you'll almost certainly talk about Burt Reynolds and the 1977 hit Smokey and the Bandit.

Of course, the Starlight black paint and gold striped Pontiac driven by Bandit (Reynolds) wasn't your standard Trans Am, but rather a mix of cars. At a glance, the car looks like a 1977 Trans Am, but this model-year hadn't entered production yet, so the cars used in filming are 1976 cars styled to look like the upcoming new version.

RYAN BIRCH

Barrett Jackson

Blackburn Auto Ser
91

CARS/ HUDSON HORNET

Price new: £2,500 (est) **Price now:** £39,000
Powertrain: 5.0-litre six-cylinder petrol; five-speed manual gearbox **Power:** 143bhp
Accel./top speed: 0-60mph in 14.6 secs/97mph

YES, 'Doc' Hudson is an animated Pixar character, but he's based on a very real car: the Hudson Hornet. This early fifties US model found fame in motorsport thanks to a series of NASCAR races when the now infamous moniker 'Fabulous Hudson Hornet' was born.

The straight six-powered Hornet saw off V8-powered rivals and, thanks to the film Cars, a new generation is interested in this US icon.

SHANE WILKINSON

Alamy

BABY DRIVER/ SUBARU IMPREZA WRX

Price new: £28,330 **Price now:** £5,000
Powertrain: 2.5-litre four-cylinder petrol; five-speed manual gearbox
Power: 276bhp **Acceleration/top speed:** 0-60mph in 5.2 secs/158mph

IN the sometimes dark, sometimes funny action thriller that is Baby Driver, its main character, Miles – or Baby as he refers to himself – arguably plays second fiddle to his co-star in action: a 2007 'Hawkeye' Subaru Impreza WRX. Baby, who suffers from tinnitus, finds comfort by listening to music on his earphones while driving the iconic red WRX as a getaway driver for hire.

If you think about it, there's probably no better car for escaping the scene of a crime than a Subaru WRX. Its four-door cabin is spacious, but the car isn't too big or heavy. It's also four-wheel drive and is very fast.

JORDAN KATSIANIS

INITIAL D/TOYOTA AE86 TRUENO

Price new: £8,799 **Price now:** £30,000
Powertrain: 1.6-litre 4cyl petrol; five-speed manual gearbox **Power:** 123bhp
Accel./top speed: 0-60mph in 8.3 secs/122mph

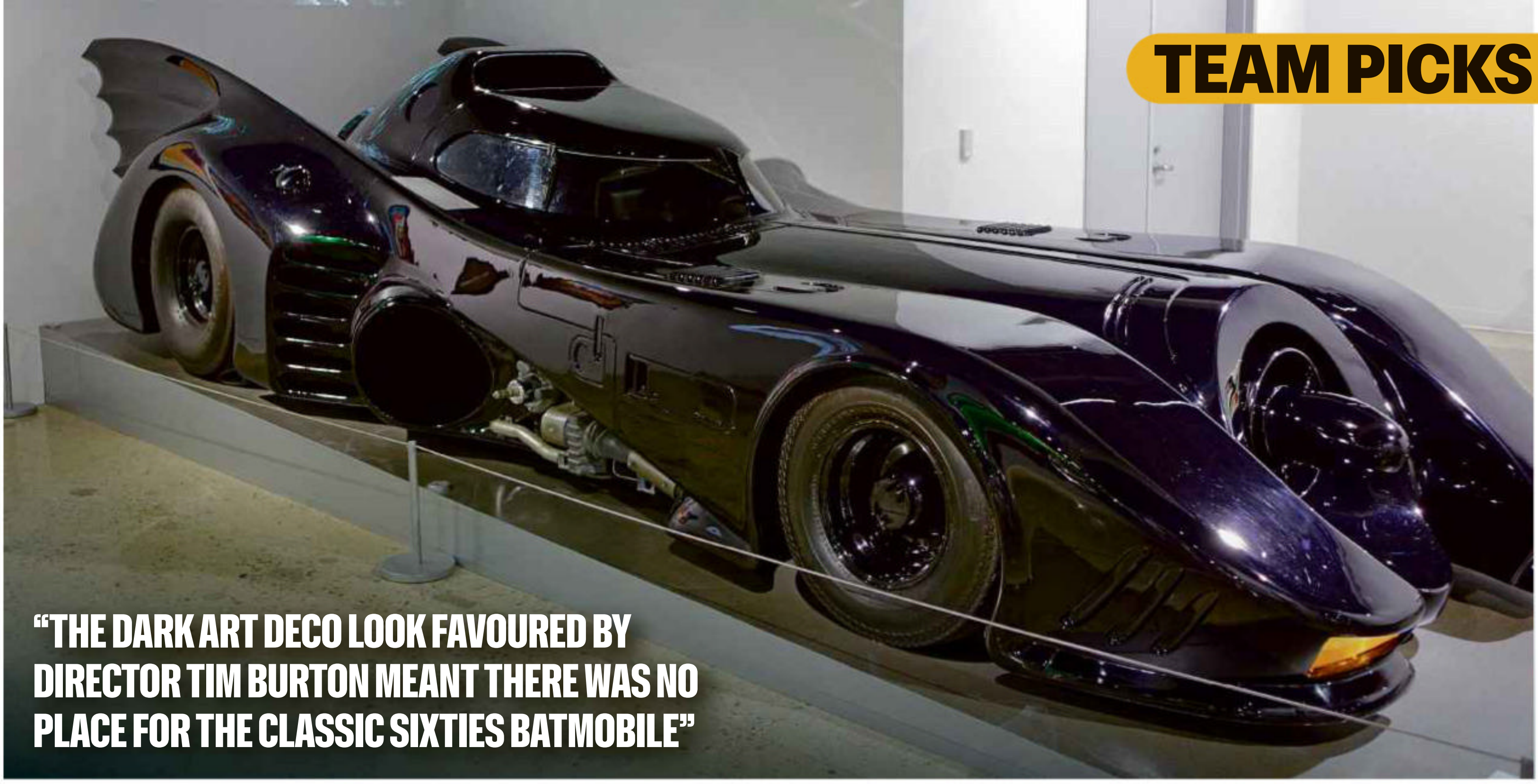
AN icon of Japanese motoring, the Toyota AE86 Trueno made waves in motorsport, plus film and TV. The AE86 demonstrated that despite only having a 1.6-litre four-cylinder with 123bhp, it could take on the mightiest sports cars of the eighties when it won Drivers' and Manufacturers' titles in the European and British Touring Car Championships.

The AE86 then earned a new fanbase in the nineties, thanks to the hit anime show, Initial D, which followed the late-night street-racing heroics of a tofu delivery driver. As with its motorsport heritage, the TV series – and latterly a live-action film – showed the AE86 taking on more powerful sports cars.

ALASTAIR CROOKS

Alamy

THE MOVIE
9.17
藤原とうふ店
TRUENO



“THE DARK ART DECO LOOK FAVOURED BY DIRECTOR TIM BURTON MEANT THERE WAS NO PLACE FOR THE CLASSIC SIXTIES BATMOBILE”

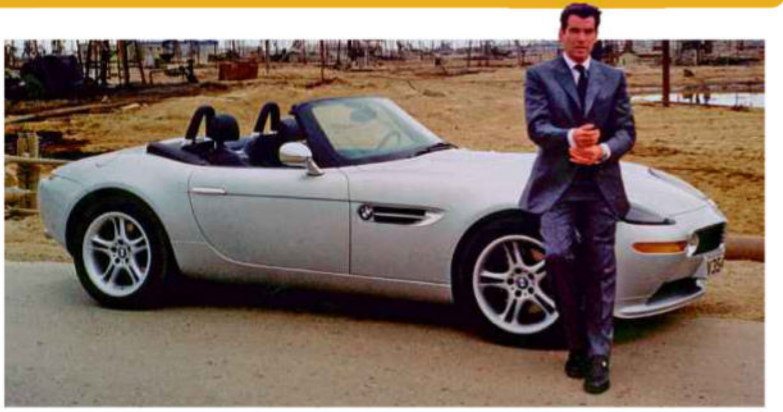
BATMAN & BATMAN RETURNS/BATMOBILE

Price new: £1milllion (est) **Price now:** £1.5million **Powertrain:** Jet turbine with afterburner; automatic gearbox
Power: 10,000bhp **Acceleration/top speed:** 0-60mph in 3.7 secs/330mph

WHEN the time came to create a new Batmobile for the big screen, the dark Art Deco look favoured by director Tim Burton meant there was no place for the classic Lincoln Futura concept-based Batmobile of the sixties. So the special effects team at Pinewood Studios in the UK created a Batmobile for a new generation.

At 6.6 metres long and 2.4 metres wide, the new Batmobile was certainly imposing, while a gas turbine engine necessitated the gaping air intake up front and the flame-spitting exhaust. A superhero car delivered superhero stats, too, with a claimed 10,000bhp (with afterburner) and a 330mph top speed. It also featured rolling bombs and twin machine guns. **DEAN GIBSON**

9.17
頭文字D
自家用)



THE WORLD IS NOT ENOUGH/ BMW Z8

Price new: £86,650 **Price now:** from £190,000 **Powertrain:** 4.9-litre V8 petrol; six-speed manual gearbox
Power: 395bhp **Acceleration/top speed:** 0-60mph in 4.7 secs/155mph

LARGELY unloved back in the day, the BMW Z8 now has a cult following – and not least because it featured in the James Bond franchise. Fine, so Pierce Brosnan’s drop-top from The World Is Not Enough may have met its demise being cut in two by a giant circular saw, but to my eyes, even half a Z8 is better than no Z8.

The BMW’s beauty is more than skin deep, because under the bonnet sits the 395bhp 4.9-litre petrol V8 from the E39-generation M5. Power is sent to the rear wheels via a six-speed manual gearbox, and 0-62mph takes just 4.7 seconds. Imagine cruising down to the French Riviera in one. **RICHARD INGRAM**

AUTO EXPRESS

NEW VS USED

THE ULTIMATE 32-PAGE GUIDE TO BUYING AND SELLING CARS

PEOPLE talk about quantum computers, but one of the world's most powerful algorithms is a car lover processing which car to buy. New or used? What budget and bodystyle? Should I swap this premium brand for that more mainstream maker?

To assist you, if you're in that position, we've profiled a wide-ranging choice of our favourite new cars, then discovered a comparable used car at a similar price to get you thinking. There's also advice on how to get the best deal when selling your car, and how to buy a used car. Plus we answer the question of why new car prices have gone up, and how you can still get a great deal.

The answer to that is simple: use Auto Express's online Buy A Car service. Just tell us your preferences and we'll connect you with a host of car retailers with tempting discounts.

And if you decide to buy used, browse our classifieds by scanning the QR codes in this guide to go straight to examples of the models we've chosen.

GUIDE CONTENTS

40 **HOT HATCHES** £38k Ford vs Audi

42 **HYBRID SUVs** £24k Dacia vs Toyota

44 **ELECTRIC SALOONS** £45k Tesla vs Porsche

46 **SELLING YOUR CAR** How to get the best price

48 **SUVs** £32k Hyundai vs Volvo

50 **HATCHBACKS** £25k Skoda vs Mercedes

52 **COUPES** £38k BMW vs Jaguar

54 **SUPERMINIS** £18k Citroen vs Volkswagen

56 **BUYING A USED CAR** Take care and get a bargain

58 **VALUE BUYS** £16k Kia vs MINI

60 **ESTATES** £37k Skoda vs Mercedes

62 **PREMIUM SALOONS** £58k BMW vs BMW

64 **ROADSTERS** £35k Mazda vs Porsche

66 **GOING CHEAP** Save cash – buy a banger

Phil McNamara

Philip.McNamara@autoexpress.co.uk

BEEN browsing for a new car after a few years off and found yourself muttering: "How the hell did new cars get so expensive?!"

Your incredulity is spot-on: over the past 10 years, the average list price of a new petrol car has soared from £27,035 to an eye-watering £45,218. That's up 67 per cent, significantly more than general consumer price inflation and wage growth.

DUSTER, GOLF, PUMA: HOW MUCH HAVE NEW CARS RISEN BY?

IT'S not just petrol cars. The average retail price of hybrids has also risen, from £30,485 to £44,273 (up 45 per cent) in nine years according to research for Auto Express by expert analysts Cox Automotive, using CAP HPI data.

How does this increase play out for the more popular cars in the market? We asked Cox to crunch the numbers on a petrol-powered Dacia Duster, Ford Puma and Volkswagen Golf and a diesel Mercedes E-Class, taking one popular variant on consistent sale from 2016 to 2024.

Value-brand Dacia posted the highest percentage increase (28 per cent) but its low list price meant the monetary hike was contained to £4,197. Mercedes posted the biggest wallet impact – up £10,439 (22 per cent) – while VW boosted the Golf by £5,834 and Ford restricted the Puma's inflation to 12 per cent (£3,074).

The average RRP of diesel cars has increased too, but this is exaggerated by a structural shift: many mainstream car makers have stopped selling diesels, leaving the field to premium German car makers. Electric cars exist in their own niche.

What's behind the price hikes? Regulation, rising raw material costs, supply chain issues, changing consumer tastes and manufacturer line-ups – plus the Covid-19 pandemic.

DACIA DUSTER 2016 TO 2024
28 PER CENT INCREASE
UP £4,197

BUYING A BRAND-NEW CAR HAS NEVER COST YOU SO MUCH. WHY?

The cost of buying a new car has gone through the roof over the past few years. We look into why, and offer ways for customers to minimise the price they have to pay

COVID-19 Pandemic made it very hard for car makers to build and sell vehicles

COVID-19 LIT THE TOUCHPAPER FOR PRICING FIREWORKS

ASIDE from the devastating human impact, the Coronavirus pandemic turned the car industry on its head. Lockdowns and furloughs hit the global supply chain, causing components to become scarcer and prices of raw materials to rise (and then climb further when Russia invaded Ukraine).

Covid-19 interrupted the status quo of Europe's car factories churning out more cars than there were customers, which had kept down transaction prices. Semiconductors became headline news, with a 'chips crisis' meaning manufacturers could only build a finite number of cars, so they focused on expensive, higher-margin models such as SUVs, and on EVs to help meet emissions targets.

"You couldn't get city cars or superminis," says Cox Automotive insight director Philip Nothard. "It was SUVs, because that's where the profit was: you can imagine the profit in a £50,000-£80,000 SUV is ten times what it is in your £15k supermini." ▶

MERCEDES E-CLASS 2016 TO 2024
22 PER CENT INCREASE
UP £10,439

VW GOLF 2016 TO 2024
24 PER CENT INCREASE
UP £5,834

FORD PUMA 2016 TO 2024
12 PER CENT INCREASE
UP £3,074

PHILIP NOTHARD Cox
Automotive insight director

“YOU CAN IMAGINE THAT THE PROFIT IN A £50,000-£80,000 SUV IS TEN TIMES WHAT IT IS IN A £15K SUPERMINI”

MANUFACTURERS’ UPMARKET DRIVES AND AGENCY MODELS A FACTOR

WITH new-car demand exceeding supply, the mindset of Europe’s car makers changed: to focus on delivering “value not volume” in the mantra of Ford, Mercedes-Benz and Renault. Not necessarily value to the customer – but to their bottom line and therefore to shareholders.

Mercedes is doubling down on upmarket cars. Sales of affordable Mercs will contract by 25 per cent; the barely profitable A-Class won’t be replaced, and the CLA that succeeds it will cost 20 per cent more than the outgoing model.

And Ford – which nearly doubled the price of the Fiesta in the decade before ending production last year – is phasing out affordable cars.

“We started to change our strategy towards iconic vehicles,” says Ford CEO Jim Farley. “We had always competed in the middle of the passenger car market. It didn’t really work out too well for us with Fiesta, Focus and Mondeo: they were loved by a lot of customers but from a business return they could never justify more capital allocation.”

Some brands including Mercedes, MINI and Volvo have switched to an ‘agency model’. Manufacturers set the price and dealers are no longer empowered to strike deals with buyers, instead acting as an agent for test drives and to deliver the car. In theory this should help brands defend prices, although the transition to agency is not happening smoothly.

THE FLIGHT TO SUVs COMES AT A COST

“ONE reason behind the price increase is the weight increase in cars,” says Dacia’s vice-president of product performance, Patrice Lévy-Bencheton. Since the millennium, European cars have bloated by a remarkable 21 per cent, triggering a 56 per cent increase in engine power with upgraded mechanicals adding cost.

Lévy-Bencheton says this is due to two main factors: bigger crumple zones to meet crash regulations and consumers abandoning low-slung cars for SUVs. And this leads to a vicious cycle: “more weight and more power means more consumption and emissions,” he says. “But at the same time we have to meet European green-deal constraints that are good for the planet.”

PATRICE LEVY-BENCHETON
Vice-president product performance, Dacia

“ONE REASON BEHIND THE PRICE INCREASE IS THE WEIGHT INCREASE IN CARS. MORE WEIGHT ALSO MEANS MORE CONSUMPTION”

That’s why Dacia’s utility vehicles – the Bigster, Duster and Jogger – have hybrid powertrains, and its costly roll-out of pure-EV is gathering pace.

LOW EV SALES MEANS NO CHANCE OF HITTING ECONOMY TARGETS

LAW makers have introduced targets to reduce vehicle CO_2 emissions: the UK’s ZEV mandate sets rising quotas for EV sales, the European Commission stipulates car-making groups should not exceed an average of 93.6g/km across their total car sales (lowering to 49.5g/km from 2030).

“If you want to achieve the 2025 European target, electric vehicles have to be 22 per cent of sales,” calculates Dacia’s Lévy-Bencheton. “Last year, the European industry was around 14 per cent.” Dacia’s tally was a mere three per cent, as registrations of its Spring EV slumped 63 per cent after governments rolled back electric subsidies.

This has proved another inflationary measure: the average UK RRP for an electric car hit nearly £62,000 in 2024. Market experts CAP HPI reckons around 72 per cent of EV registrations topped the £40k luxury car threshold, which hikes road tax.

That said, an influx of lower-priced electric cars – the Citroen e-C3, Ford Puma Gen E, Renault 5 and Vauxhall Frontera – are sure to drag the average down in 2025. But this good-value cavalry is arriving too late to stop law makers from watering down the EU CO_2 average and UK ZEV mandate, caving in to pressure from car makers fearful of potentially huge fines for missing targets.

HAVE SAFETY STANDARDS IMPACTED NEW CAR PRICING?

OTHER regulation has transformed the cars European makers sell – and their prices.

From July 2022, the European Union’s ‘General Safety Regulation’ (GSR) mandated that all new cars had to feature more safety technology: autonomous emergency braking, location-based speed warnings, lane-keep assist and driver-attention monitoring. These driver-assistance systems rely on sensors, cameras and telematics – and all of them are adding cost.

Two years later, a second stage, GSR2, widened to cover every car on European sale. And it led to some tough decisions for car makers: would it

make economic sense, or was the engineering even feasible, to equip a model to meet GSR2, especially if it only had a limited time before replacement?

The result was less choice for car buyers: Toyota couldn't retrofit the brilliant GR86 coupé, so it bowed out of Europe despite remaining on sale in Japan and the US. The law also limits Alpine A110 volumes to 1,500 units, the threshold for low-volume exemption.

After much wrangling, the Euro 7 emissions standard begins in November 2027 and requires combustion cars to minimise pollutant levels – including a tighter nitrogen oxides standard – for 10 years/124,000 miles, and all cars (including electric vehicles) must better mitigate particle emissions from tyres and brakes.

Again, it will cost. European pro-car industry lobby group ACEA claims it will add 2,000 Euros (around £1,650) to the average price of a new car. Vehicle manufacturers have argued that the exhaust gas treatments are cost-prohibitive and hard to package on low-margin small cars: Audi has vowed to retire the A1 supermini, VW intends for the electric ID.1 to replace the Up! city car, four years after that ceased production. And these rules would have been a factor in Ford killing the Fiesta, taking its borderline profitability over the edge.

Everyone wants safer and cleaner cars. The challenge is: who pays the price of progress? It all adds up to a perfect storm of inflationary factors, stoking the price of every new car.

HERE COMES THE CAVALRY
Smaller EVs such as the Vauxhall Frontera (below) might lower the average price of cars, but it's too little, too late

LEGISLATED OUT OF EUROPE
Toyota GR86 was taken off sale because it couldn't be retrofitted with new safety technology

AUTO EXPRESS

FIVE TIPS TO BEAT THE PRICE RISES

1

USE AUTO EXPRESS'S BUY A CAR SERVICE

YOU can now buy a new car in Auto Express's online marketplace. It's powered by Carwow, and you can use it to search for retailers' best deals on the cars you want to buy. Terms and conditions apply, while prices and offers are subject to change and limited availability.

2

BAG A BARGAIN EV

UNDER pressure to hit quotas on new electric car sales, manufacturers are offering generous discounts on new EVs. At the time of going to press, we saw some chunky offers on the Cupra Born and Ford Mustang Mach-E – check out Auto Express's marketplace.

3

BUY A PRE-REGISTERED CAR

RETAILERS can pre-register cars in a bid to hit sales targets, triggering a knock to a car's value and turning it into a nearly new car. Look for the label 'pre-reg' on images in the Auto Express marketplace and you could find an extra grand or two off a car with very limited mileage.

4

BUY AT THE END OF A QUARTER

MANY car dealers have sales targets to hit at the end of a financial quarter. So in the run up to the end of March, June, September or December, you might find salespeople ready to strike a deal.

5

KNOW YOUR FINANCE OPTIONS

MOST people finance a new-car purchase in some way. Just remember finance proposed by a dealer is not your only option: they may have lower-interest or interest-free options available, or you might find a loan cheaper from another finance house.

ON THE ROAD
If you can put up with a firm ride, the Focus ST can thrill like few other hot hatches. It's quick across country and sharp through the bends

FOUND
£37,499
Scan the code to check out the best Ford Focus ST deals

NEW FORD FOCUS ST

VS

OUR PICK: Ford Focus ST Track Pack **PRICE:** £37,499 (saving £4,756 on RRP) **STANDARD KIT:** 19-inch matt alloys, Track Pack with limited-slip differential, reversing camera, Apple CarPlay/Android Auto **KEY STATS:** 35.3mpg, 183g/km CO2, 5.7secs 0-62mph **VED:** £1,505 in first year, then £600 **INSURANCE GROUP:** 27E **WARRANTY:** Three years/60,000 miles

---

THE sun is setting on petrol-powered hot hatches, so enthusiasts should scratch that itch while they still can. Ford's Focus ST is a big favourite of ours and a serious bit of kit (especially with the optional Track Pack), although without the delusions of grandeur afflicting the pricing of the Honda Civic Type R.

Auto Express's marketplace uncovered a fully loaded ST hatchback at Malvern Ford with an enticing £4,756 (more than 11 per cent) off the £42k list price. The basic ST comes in at less than the £40k premium car tax threshold (making its road tax £410 cheaper for the first five years), but the Track Pack is well worth having, because it takes an already-great car to the next level.

Adjustable coilover suspension, phenomenal Brembo brakes and stickier Pirelli P-Zero Corsa rubber make this ST scalpel-sharp. And all of that's on top of a 276bhp four-cylinder engine with oodles of torque, and a limited-slip differential to help manage the power across the front end so it scythes through corners.

This ST has launch control (part of the Performance Pack), which helps you nail those 0-62mph sprints in 5.7 seconds, and rev-matching to make it sound like you're nailing every gearshift using heel and toe.

The Ford's body is seriously tied down, so don't expect a cushy ride. But fuel economy shouldn't be quite as punishing: we averaged a decent 32.1mpg in a twin test. You can also choose from hatchback or spacious estate bodystyles, six-speed manual or seven-speed auto transmissions, and the ST has adequate interior space for the family, so long as they don't cramp the driver's enjoyment. All models are backed by a three-year/60,000-mile warranty.

Ford revised the ST in 2023 with an iMAX-wide touchscreen, featuring Apple CarPlay and Android Auto, but making the air-con controls a touch fiddly. The plastics are a bit dowdy and the cabin vibe gloomier than November weather. But with the ST such fun to drive, you'll have a near-permanent grin on your face.

Regular Focus ST is great to drive, but Track Pack makes it even better; wide touchscreen came with 2023 revisions

IF you think hot hatches are getting thin on the ground, try finding one with a five-cylinder engine. There's a grand choice of one: the Audi RS 3. But that wailing powerplant makes it very special indeed, compared with the gruff four-cylinder turbo norm.

The one we picked from Auto Express's online array of used cars was this six-year-old model, with two owners, but just 20,000 miles.

A new Focus ST has an unusually big 2.3-litre displacement and is no slouch away from the traffic lights, but it's no match for the 395bhp RS 3: its 119bhp advantage helps the Audi dispatch 0-62mph in just 4.1 seconds. The power goes down smoothly, thanks to a seven-speed dual-clutch transmission and four-wheel drive – another important differentiator from the Ford.

The Focus will have the edge on fuel economy (35.3mpg to 29.7mpg) and insurance, but given that a 2019 RS 3 will have soon clear the five-year threshold for the premium rate of road tax, from 2026 its VED will cost £410 a year less than a new ST with the Track Pack.

This car is a later third-generation RS 3 (with far more power than the 362bhp the Audi had at launch), which was also offered as a saloon from 2017. Its black styling pack swaps out the chrome for a more menacing glossy dark front grille and rear valance, while the 19-inch Audi Sport alloys are lovely, too.

Inside, there are leather sports seats with quilted sections, but the 2019-vintage infotainment set-up is showing its age: a modest screen sits on top of the dash, operated by Audi's circular MMI control. On the other hand, though, the driver's instrument panel is digital, enabling you to toggle between a full map, big dials and other configurations.

Given the RS 3's performance potential, any used example should be checked for engine chipping and excessive track use. Take a test drive to listen for known gremlins, such as squeaky brakes, noisy rear bushings and engines that have become gruff or hesitant due to carbon build-up.

Audi RS 3 offers high performance and high quality, and only the car's dated infotainment system betrays its age

USED AUDI RS 3 SPORTBACK

ONE WE FOUND: Audi RS 3 TFSI 400 Quattro Sport S Tronic **PRICE:** £37,950 **MILEAGE/YEAR**: 20,000/2019 **STANDARD KIT:** 19-inch diamond-cut alloys, leather seats, rear parking camera, sat-nav **KEY STATS:** 29.7mpg, 216g/km CO2, 4.1secs 0-62mph **VED:** £400 **INSURANCE GROUP:** 46E

FOUND
£37,950
Scan the code to check out the best deals on a used RS 3

PHIL McNAMARA
EDITOR-AT-LARGE

ADVICE

LOTS of car buyers dream of having to make a choice like this. The agile Focus ST probably has the edge on driver engagement, but the Audi's luxury, performance and all-wheel-drive capability are compelling, too.

Find a low-mileage, well looked-after RS 3 with a comprehensive service history at the right price and it will take some beating. But if you're in the Fast Ford tribe, an ST finished in Mean Green with the essential Track Pack will be all the car you need.

ON THE ROAD
RS 3's four-wheel drive and five-cylinder engine make it stand out from every rival hot hatch

ON THE ROAD
The hybrid Duster pulls away on electric power, swaps smoothly between two power sources, and claims to return more than 55mpg

FOUND
£24,074
Scan the code to check out the best new Duster deals

NEW DACIA DUSTER

OUR PICK: Dacia Duster hybrid Expression **PRICE:** £24,074 (saving £963 on RRP) **STANDARD KIT INCLUDES:** 17-inch wheels, rear parking camera, manual air-con **KEY STATS:** 56.5mpg, 114g/km CO2, 10.1secs 0-62mph **ROAD TAX:** £220 in first year, then £190 **INSURANCE GROUP:** 24 **WARRANTY:** Three years/60,000 miles

BUY a new car for the price of a used one is Dacia's sales pitch. And this third-generation Duster definitely ticks the new box, having only hit the UK market late last year.

The range starts with the £18,850 Duster Essential running a 99bhp TCe three-cylinder engine. But the most intriguing derivative mixes petrol and electric power to create one of the cheapest hybrid SUVs on the market. We were offered a Duster in tier-two Expression spec for £24,074 in Auto Express's new-car marketplace, a £963 saving off the RRP.

The hybrid system has two motors, one for electric drive, the other to harvest energy from braking and to start the engine. This Duster pulls away quietly on electric power and generally switches slickly between its power sources, although harsh acceleration can cause the 1.6-litre petrol to wail. The upside is 56.5mpg (on the official cycle) and 114g/km of CO2, so road tax is fairly cheap.

The Dacia's soft suspension gives a comfortable ride, while there's good equipment and tech on most models in range

The Duster's soft suspension makes for a very comfy, calming ride. And despite its compact 4.3-metre length, the car packs good interior space and a 349-litre boot (the hybrid's battery eats a little capacity).

One of the benefits of buying new is to get the latest infotainment and safety kit, and despite Dacia's no-frills mantra, all Dusters bar the Essential trim have a 10.1-inch touchscreen with simple but clear graphics. A reversing camera comes on Expression models.

Regulation now forces Dacia to include forward emergency braking and lane-keep assist, and while Euro NCAP rates the Duster pretty well for on-board adult and child protection, its performance safeguarding cyclists and motorcyclists, and warning of pedestrians while reversing, plus having no internal rear seatbelt alert, mark it down to a three-star rating.

Being so new, this Dacia is yet to feature in our Driver Power customer satisfaction survey, but the previous version topped the charts in 2024, thanks to its easy-to-use controls, cabin stowage and spaciousness. The latest Duster doesn't appear to have compromised any of those virtues.

WHILE Dacia is new to the hybrid game, Toyota is the daddy of petrol/electric power. And SUVs: the RAV4 is a global best-seller. But don't be fooled by the name: this RAV4 is front-wheel drive (like the Dacia), although four-wheel drive is available on both models.

New-car buyers in the UK can currently only get a plug-in hybrid RAV4, which you must recharge for good economy. But this 71-plate example from the Auto Express marketplace is a regular hybrid and it's half the price of a new RAV.

It's also almost 30cm longer than the Duster, making the RAV4 even more spacious. However, that extra mass – and a larger-displacement engine – means the Dacia can beat its 49.6mpg. The payback is that the Toyota is almost a couple of seconds quicker over the 0-62mph sprint.

This RAV, which was £36,580 when new, has 44,600 miles on the clock and it's just out of the basic three-year manufacturer's warranty. However, Toyota has a hard-earned reputation for dependable cars and the RAV4 was placed fourth in last year's Driver Power survey both for reliability/quality and in the overall rankings. It needs servicing every 10,000 miles, though.

This interior includes grey cloth seats and driver's dials that mix analogue and digital info – unlike newer cars, which have a purely digital display that is configurable. The chunky, rubberised air-con controls are a nice touch.

Like the Dacia, the RAV4 offers a comfortable ride and although the Toyota's hybrid drivetrain can suffer from noise at high revs, its 218bhp 2.5-litre engine doesn't need to be overstretched too often. And like most of the contemporary Toyota line-up, the RAV4 delivers neat handling – for an SUV.

Euro NCAP awarded the RAV4 a full five stars in tests, and it has plenty of standard equipment: a pre-collision system with pedestrian detection, autonomous emergency braking, lane-departure warning and road-sign assist. There's intelligent cruise control as standard, too.

Toyota is larger than Dacia, and more spacious as a result, while dash has a good mix of analogue and digital controls

USED TOYOTA RAV4

ONE WE FOUND: Toyota RAV4 hybrid Design **PRICE:** £22,024
STANDARD KIT INCLUDES: 18-inch black alloys, Apple CarPlay/Android Auto, rear parking camera, sat-nav **KEY STATS:** 49.6mpg, 129g/km CO2, 8.4secs 0-62mph **ROAD TAX:** £190 **INSURANCE GROUP:** 26E

FOUND
£22,024
Scan the code to check out the best used RAV4 deals

ON THE ROAD
Like Dacia, RAV4 has a comfortable ride and its petrol engine is generally refined

PHIL McNAMARA
EDITOR-AT-LARGE

ADVICE

THE practical SUVs we've chosen are kindred spirits, even down to both looking great in khaki paint. Their powertrains have the same strengths and weaknesses; the Toyota is best for punch, the Dacia economy.

The choice between them comes down to your use case: if the smaller Duster meets your requirements, it's a great buy. But for us, the bigger Toyota offers more car and kit for the money – albeit without the peace of mind of a new-car warranty.

AUTO EXPRESS NEW VS USED
ELECTRIC SALOONS

ON THE ROAD
The latest Model 3 generates much less wind noise than its predecessor, and can do 436 miles on a charge

FOUND
£44,990
Scan the code to check out the best deals on Model 3

NEW TESLA MODEL 3

OUR PICK: Tesla Model 3 Highland Long Range RWD **PRICE:** £44,990
STANDARD KIT: 18-inch alloys, 15-inch central screen, reversing camera, sentry mode
KEY STATS: 5.0 miles/kWh, 0g/km CO2, 4.9secs 0-62mph **VED:** £620 for five years (from April 2025) **INSURANCE GROUP:** 38 **WARRANTY:** Four years/60,000 miles

THE Model 3 revolutionised the EV market when it was launched in the UK in 2019. No other car offered so much range at such a mid-market price, all backed by Tesla's Supercharger network.

Six years and one facelift later, the Model 3 remains a benchmark in real-world range – travelling more than 300 miles on a single charge is a breeze for Tesla owners, which is why we've picked the long-range rear-wheel-drive model. This upgrades the base 60kWh battery to 79kWh for a theoretical 436-mile range. It also boosts maximum rapid charging from 170 to 250kW: officially that adds up to 175 miles of range in a mere 15 minutes.

And the benefits aren't just linked to rational figures, because the Tesla combines punch and responsiveness for a pretty engaging drive. With its 320bhp motor, the 3 zooms from 0-62mph in a hot hatch-beating 4.9 seconds. Swing the steering wheel and the Tesla jinks eagerly off the dead-ahead and carves through corners with plenty of grip. The ride is firm, however.

With the 2023 'Highland' upgrade – marked by those narrower, beady headlamps – refinement improved dramatically, with much less wind noise and more sound deadening. The cockpit is better built with plusher materials and there's a low-set touchscreen in the rear, which is great for the kids to stream YouTube.

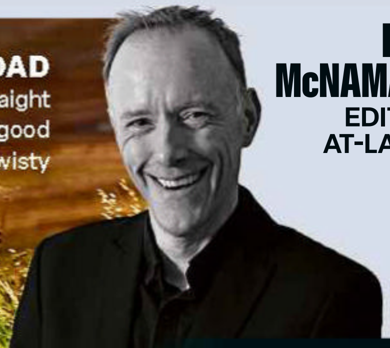
But you do have to buy into the Tesla way of doing things: there's no instrument binnacle, no indicator stalks (just buttons on the steering wheel), and no Apple CarPlay, because it's Tesla's super-fast operating system or bust.

Truth be told, the Tesla Model 3 remains in a league of its own. Even down to it being the first electric car brand to have a pop-up showroom at the White House with President Donald J. Trump as resident salesman. And that's the elephant in the room – can you handle the political baggage that comes with driving a Tesla these days? If you can, it's a very rewarding buy.

Model 3 handles neatly, but with a firm ride. Button-free cabin takes some getting used to

FOUND
£40,999
Scan the code to check out the best Porsche deals

ON THE ROAD
Taycan is searingly fast in a straight line, but is also genuinely good fun when the road gets twisty



PHIL McNAMARA
EDITOR-AT-LARGE

ADVICE

TESLA defends its new-car prices with an online sales policy, so you might also consider the plentiful bargain, pre-Highland cars in Auto Express's marketplace.

So is this choice between a new Tesla and a brilliant used Porsche costing almost £4k less a no-brainer? Yes, if you can swallow the higher running costs. Because the Porsche's superior dynamics, brand cachet, luxury and, incredibly, less stigma, make this the car to have.

USED PORSCHE TAYCAN 4S

ONE WE FOUND: Porsche Taycan 4S **PRICE:** £40,999 **MILEAGE/YEAR:** 36,000/2020 **STANDARD KIT:** 16.8-inch central screen, air suspension, Android Auto/Apple CarPlay, Performance Battery Plus **KEY STATS:** 2.6 miles/kWh, 0g/km CO2, 4.0secs 0-62mph **VED:** £620 for a year, then £195 **INSURANCE GROUP:** 50

AEX THE Porsche Taycan has led a double life. At launch, everyone swooned over its performance and handling. Buyers came in droves: in 2021 and 2023 Taycan global sales topped 40,000 units.

Then came an outbreak of real life, with high insurance premiums – this 4S sits in the highest group 50 – triggered by its high performance and question marks over EV repairability, plus tumbling residual values thanks in part to the Taycan's high supply.

You sit low in the Taycan's cabin, which contains cutting-edge tech. Adjustable suspension makes ride comfortable

All this means, if you're brave enough and can handle the running costs, you could pick up one of the all-time great EVs for a bargain price. The 2020 4S we found has done 40,000 miles, costs less than half the original sticker price and is just over halfway through Porsche's eight-year/100,000-mile battery warranty, which guarantees the car retaining 70 per cent of its capacity. This example also has the bigger 93kWh battery – officially good for 267 miles, but probably more like 220 miles from experience. The Plus battery also enables a higher maximum DC charging rate of 270kW.

The 4S has all-wheel drive and, unusually for an EV, a two-speed gearbox with a short first gear to maximise thrust off the line. With the upgraded battery bringing a boost in performance (a cool 571bhp), the 0-62mph sprint is dismissed in just four seconds.

But the Taycan certainly isn't all about straight-line speed. The 4S corners beautifully and you can slacken off the adaptive suspension to feel very comfortable indeed. Some cars have four-wheel steering to sharpen their turn-in, although not this example.

Inside, the driving position is typical Porsche: low and looking out over those front wheelarch humps to help position the car in corners. Quality is good, and there's adequate space for adults in the back, while the rear seats split 60:40 and there's a reasonably roomy 407-litre boot.

BOOSTING VALUE: HOW TO GET THE BEST PRICE FOR YOUR CAR

If you're buying a new car, you probably need to sell your old one, in which case some simple planning will help you to get the maximum price for it

Tom Barnard

WHEN you're buying a new car, you'll normally take plenty of time to check all the details then haggle hard to get the best deal. But if you don't pay the same attention to selling your own car, you could be wasting thousands.

Spending a few minutes with a sponge, tracking down your car's documents, having small repairs done or retrieving a spare key can add around £2,800 to the value, according to experts.

The official figures speak for themselves. Most dealers will judge the value of a used car via an industry-wide grading system from a company called CAP. The overall condition is rated using the following categories: 'Clean' condition should have a full service history and only minor wear and tear. The 'Average' level will include multiple small scratches, scuffed alloy wheels and missing keys or manuals. 'Below' condition will mean more damage and lots of missing paperwork.

The difference between the values is substantial. For example, a three-year-old Ford Puma ST-Line will have a trade value of £11,550 in Clean condition, but only £9,200 if judged Below. A Kia Sportage of the same age falls from £17,400 to £14,700, while a Tesla Model Y drops from £23,050 to £20,250.

For advice on how to maximise your car's value, we spoke to Sam Luscombe, sales director at Luscombe Suzuki, Mitsubishi & MG in Leeds, who buys around 125 used cars per month, and Jim Ronan, an auctioneer who has been selling cars for more than 30 years.

CLEANING

Cost: £1-£100 plus
Time: One hour plus
Added value: 10-20%

CLEANING a car should be the first step, our experts say. "You wouldn't sell a house without running the vacuum around first," says Sam. Jim agrees: "If you see a car full of dog hair or the ashtray is spilling over, you can imagine how it will smell. It will typically sell for around 10-20% less than a clean car."

PAPERWORK

Cost: £25-£80
Time: Up to 25 days
Added value: £500 plus

SELLING a car without the V5C registration document is almost impossible, so if you can't find it, allow up to 25 days to get a duplicate from the DVLA or take a big hit on the value. If you have a cherished plate, it's worth transferring before a sale. "That can be tricky, as people don't want the hassle of changing their insurance and buying new plates," says Sam. "We understand that, so keep a £500 deposit back as an incentive for people to send us the new V5C when it arrives."

EV BATTERY STATE-OF-HEALTH REPORT

Cost: £0 **Time:** N/A
Added value: £500 plus

BUYERS are already aware that battery condition is a crucial part of a second-hand EV's value and will be more confident bidding if there is a State-of-Health (SOH) report. On some electric cars, such as the Nissan Leaf and BMW i3, this is something you can photograph on the dashboard. Sam says: "Other EVs will usually have a SOH report in the service paperwork. Have a look and mention the most recent figure when selling the car."

SERVICE HISTORY DETECTIVE

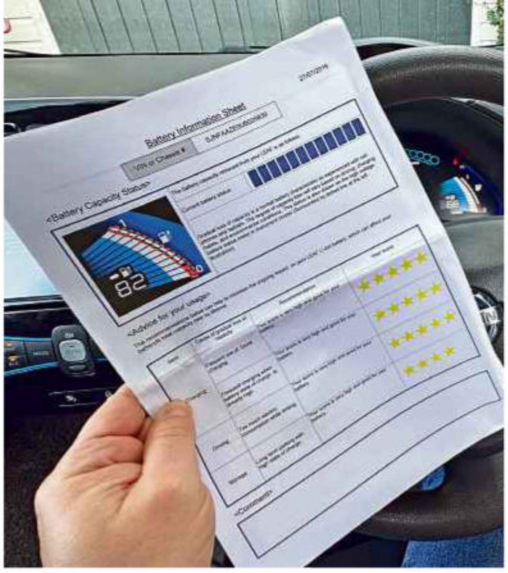
Cost: £0 **Time:** One hour
Added value: £1,200 plus

ALL buyers love to see the letters FSH (full service history) in an advert, but they will expect to see proof. "This is crucial for models such as Kias and MGs, which have a long warranty, because it won't be valid without service history," says Sam. "If it is missing, we will have to buy extended cover and that can cost £1,200. Some modern cars have the history programmed into the key, so it is worth a bit of detective work and looking through E-mails to trace some proof."

KERBED WHEELS & PAINT SCRAPES

Cost: £100 plus
Time: Two hours
Added value: £100 plus

THIS is a risky one, according to Sam. "We are used to having to get repairs like this done and we can get them sorted much more cheaply than the general public, so it doesn't always make sense. Our biggest problem is when it has been done badly, because we will still knock down the value, meaning the customer has to pay twice."



> "IF YOU SEE A CAR WITH THE ASHTRAY SPILLING OVER, YOU CAN IMAGINE HOW IT WILL SMELL. IT'LL SELL FOR 10-20% LESS THAN A CLEAN CAR"

LOST KEY

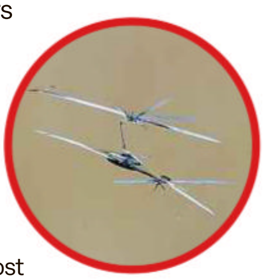
Cost: £200
Time: 30 minutes
Added value: £1,000 plus

BUYERS will expect a used car to come with at least two working keys, and a replacement can cost £1,100. If you can't find it, the buyer will simply subtract the cost from the value of your car. Jim also says: "Don't forget the locking wheelnut too, and make it easy to find."

GET A NEW MoT

Cost: £54 **Time:** One hour
Added value: £200 plus

SAM says: "A looming MoT can be the reason many decide to sell their car, but if you are sure it'll pass, it's worth getting a test done; it gives the dealer one less job to do and assures them of the condition. For a 10 to 15-year-old car, most of its value can be in the valid MoT. But there is a risk – if the car fails and it costs a lot to fix, then you could be stuck."



WINDSCREEN

Cost: £50 **Time:** Two hours
Added value: £1,000 plus

THIS is one area where there is a clear benefit, says Jim. "If there is a chip or a crack in the screen, it can cost £1,000 or more to fix these days, and buyers will just subtract the cost from the value. But most drivers will have windscreen cover in their insurance. You might have to pay a small excess, but it's far less than the drop in value, so get it done before you sell."

TAKE DECENT PICTURES

Cost: £0 **Time:** 30 minutes
Added value: £300 plus

TO get the best price for your car, you will usually be better off selling it privately or using a service such as Auto Express's Sell My Car. In every case, getting decent pictures will be essential. "You don't need to make the car look pretty," says Sam. "We just want to see what it looks like with details of any damage and paperwork. The portal will give you prompts and guide you through. I would just encourage sellers to be honest."

PICTURES A set of clear pictures of a clean car will both increase its value and make it easier to sell

FOUND
£31,652
Scan the code to check out the best new Tucson deals

ON THE ROAD
While Hyundai has focused on comfort with the facelifted fourth-generation Tucson, the South Korean SUV is still agile

NEW HYUNDAI TUCSON VS

OUR PICK: Hyundai Tucson Advance **PRICE:** £31,652 (saving £3,028 off RRP)
STANDARD KIT INCLUDES: 17-inch alloys, rear camera, Apple CarPlay/Android Auto, voice control
KEY STATS: 44.8mpg, 142g/km CO_2, 0-62mph 9.4 secs **ROAD TAX:** £260 in first year, then £190
INSURANCE GROUP: 17 **WARRANTY:** Five years/unlimited miles

THE Tucson has been a smash hit for Hyundai, and it's easy to see why. A blend of distinctive styling, a long warranty and sensible prices has reeled in lots of new-car buyers. But despite the SUV's popularity, there are plenty of deals in the Auto Express marketplace, and this one saves you 8.7 per cent on the Tucson Advance in 1.6T auto form.

This entry-level Advance edition misses out on the heated seats and half-leather trim of the next model up (Premium), but you still get all the essentials and a bit more. Mild-hybrid tech boosts fuel economy, and the turbocharged 1.6-litre petrol engine provides plenty of pull.

This car has a smooth seven-speed dual-clutch automatic transmission and front-wheel drive, but four-wheel drive is available, as is a plug-in hybrid, which in Advance trim could be yours for £36,457, saving £3,528 off the RRP. The Tucson was our Mid-sized SUV of the Year in 2021, 2022, 2023 and 2024, as well as our sister title Carbuyer's Car of the Year in 2022, and then its Best Family Car in 2023, so it's clearly something a bit special.

As part of the 2024 refresh, the Tucson's dash and infotainment set-up (below) were given an overhaul aimed at making them more user-friendly

Facelifted and improved last year, the Tucson has a premium cabin filled with the latest tech, which is easy to use despite its complexity. The 2024 revamp saw the infotainment and dash overhauled to make them even more user-friendly; the introduction of separate physical climate control dials was particularly welcome.

The Tucson's focus is on easy driving, but that's no different from the XC90. Yet the Tucson feels agile enough and Hyundai has made the right decision by providing decent ride comfort rather than opting for pin-sharp dynamics. Throw in a five-star Euro NCAP rating and the Tucson is a great family car at a sensible price.

Even the entry-level Momentum version of Volvo's flagship is well built and finished in premium materials

AEX MOST cars are on sale for five or six years before they're replaced, but the Mk2 Volvo XC90 has been in showrooms for just over a decade already, and it's still going strong. It was the Swedish firm's third most popular model last year, after the XC60 and XC40.

But don't assume that this stylish seven-seater is outdated, because Volvo gave its flagship SUV a nip and tuck in 2019, then another last year.

There's an even split between petrol and diesels available in the Auto Express classifieds, but mild and plug-in hybrids outnumber both of these. We've opted for the now-discontinued diesel, a car that would have cost more than £54,000 new, because you get a bit more for your cash compared with an equivalent hybrid, and the refined engine offers muscle and sensible economy.

The 2.0-litre four-cylinder engine drives all four wheels via a slick eight-speed automatic transmission. This makes light work of every type of driving from urban to motorway, with everything in between.

This entry-level Momentum edition sits below the R-Design and Inscription, yet is far from basic. It has a multi-function steering wheel, cruise control, LED headlights, power-folding door mirrors, automatic headlights and wipers plus 19-inch alloys. Also included are dual-zone climate control, leather trim, a DAB radio, navigation and Bluetooth, all controlled via a nine-inch touchscreen display.

The Tucson has just five seats, but the XC90 comes with seven, and whereas the third row is pretty much unusable in many seven-seat SUVs, that's not the case here. However, the Volvo is a size up from the Hyundai and it's a genuinely large car, which makes parking it a pain.

That bulk also means running costs can be steep. Servicing, tyres, insurance and fuel bills are all likely to be greater than for the Hyundai, but in return you get a superb family cruiser that's also one of the safest cars on the road, as you would expect from a flagship model brought to you by Volvo.

USED VOLVO XC90

ONE WE FOUND: Volvo XC90 Momentum **PRICE:** £31,800 **MILEAGE/YEAR**: 40,479/2021
STANDARD KIT: Leather trim, heated and electrically adjustable front seats, LED headlights
KEY STATS: 40.9mpg; 180g/km CO_2; 0-62mph 7.6 secs **VED:** £600
INSURANCE GROUP: 41

FOUND
£31,800
Scan the code to check out the best used XC90 deals

RICHARD INGRAM
DEPUTY EDITOR

ADVICE

THE Volvo is a size up from the Hyundai and while this used example isn't quite as modern inside, it feels more special thanks to the extra space and even more premium materials.

Running costs will be significantly higher than for the Tucson; the XC90 will cost much more to insure and will have a £600 VED bill until it reaches its sixth birthday. Unless you need seven seats, we'd choose the Hyundai for its warranty, value, lower running costs and excellent powertrain.

ON THE ROAD
With a 2.0-litre diesel engine and an eight-speed automatic transmission, the XC90 can comfortably take everything in its stride

ON THE ROAD
The Octavia might look quite staid but the 1.5-litre TSI engine gives a decent turn of pace

FOUND
£25,748
Scan the code to check out the best Skoda Octavia deals

NEW SKODA OCTAVIA

OUR PICK: Skoda Octavia 1.5 TSI SE Technology **PRICE:** £25,748 **STANDARD KIT INCLUDES:** Heated front seats, LED headlights, eight-speaker audio, sat-nav **KEY STATS:** 54.3mpg, 119g/km CO2, 10.4secs 0-62mph **ROAD TAX:** £220 in first year, then £190 **INSURANCE GROUP:** 14 **WARRANTY:** Three years/60,000 miles

NOT many cars are, in theory, ideal for the great majority of buyers, but the Skoda Octavia is one of this small bunch. It offers pretty much everything that the average car buyer wants, namely practicality, comfort, refinement, equipment, loads of carrying capacity and a user-friendly dash. But most importantly, it offers all of this while also being eminently affordable; no wonder it's Skoda's biggest-selling car.

The current generation was introduced in 2020 then facelifted last year with a refreshed nose, revised exterior lighting, range-wide digital instrumentation and a bigger infotainment screen. But while the Octavia isn't quite the bargain it once was, the Auto Express marketplace can make buying one more palatable.

There's still much to recommend about our 2021 Car of the Year, including the space, tech, kit and comfort it offers

Your engine choice is between a 2.0-litre diesel and a 1.5-litre petrol, both turbocharged and offering good pace with decent fuel economy. The petrol engine comes with either 114bhp or 148bhp; the car here has the former, but it feels more perky than you might expect, thanks to it being tuned for mid-range torque.

All Octavias are front-wheel drive and come as standard with a six-speed manual gearbox, although a seven-speed dual-clutch auto is available for a bit of extra cash; this makes light work of every drive and is very easy to recommend.

Choose between SE Technology, SE L and SportLine trims, along with the ultra-sporty vRS. The entry-level SE Technology model that we've chosen here comes with plenty of kit, including dual-zone climate control, digital instrumentation and a 13-inch touchscreen. Trade up to an SE L and you'll also get a heated windscreen and steering wheel, adaptive cruise control and ambient cabin lighting.

The Octavia was our Family Car of the Year and Car of the Year in 2021, and it shares much with a raft of Audis and Volkswagens, so it has all of the latest safety tech, which is why it can boast a five-star Euro NCAP rating.

THE fourth-generation A-Class is in the twilight of its years now, having been launched in 2018, then facelifted in 2022. Early A-Classes were revolutionary with their upright stance, but buyers weren't convinced, so it wasn't until the Mk3 that Merc's smallest car became a really big seller.

The most impressive thing about this Mk4 A-Class is its superb cabin, full of user-friendly kit. While it is a tech-fest in there, the infotainment system is one of the best at any price, so it's intuitive with appealing graphics. Even better, Mercedes threw in Apple CarPlay and Android Auto connectivity as standard across the range from the 2022 facelift, which means this car, which was almost £37,000 new, comes with it.

Another highlight is its range of engines, which are powerful and efficient. Most models, such as this one, are front-drive but there is a four-wheel-drive option, and there are quite a few on the used market.

With its 1.3-litre engine, the A200 might sound rather dull, but Merc has extracted a healthy 163bhp, so it performs much better than you might expect. The problem is that as you pile on the revs, it can become rather vocal, but that small displacement means economy can be excellent; you don't have to try too hard to get 50mpg on a run.

All A-Class hatchbacks came in five-door form only (a four-saloon is also available), and practicality is pretty good – although the Octavia is a very tough adversary on this score, with the Merc's back seats feeling more claustrophobic than they are, because of the bulky front seats. But those front seats are wonderfully supportive, so they feel the part.

It's just a shame that the A-Class isn't more rewarding to drive; the handling feels rather inert, while the ride suffers because the suspension is a bit too much on the firm side.

Firm ride takes the edge off the drive, but the tech-packed cabin is one of the baby Merc's most attractive features

USED MERCEDES A-CLASS

ONE WE FOUND: Mercedes A200 auto AMG Line Premium Plus **PRICE:** £24,999 **MILEAGE/YEAR**: 26,186/2022 **STANDARD KIT:** Synthetic leather trim, heated front seats, panoramic opening sunroof **KEY STATS:** 43.5mpg, 147g/km CO2, 8.0secs 0-62mph **VED:** £190 **INSURANCE GROUP:** 24

ALEX INGRAM
CHIEF REVIEWER

FOUND
£24,999
Scan the code to check out the best used A-Class deals

ON THE ROAD
A200 may have only a 1.3-litre engine, but it performs strongly and can return up to 50mpg

ADVICE

ON paper the Octavia and A-Class are rivals, but the Skoda is 27cm longer, its cabin is more roomy and its boot is far more cavernous, especially with the seats down.

Neither car is great to drive, but the Merc feels higher class. With excellent safety credentials, plenty of equipment and user-friendly cabins, both of these hatches make appealing buys. The Skoda is top for practicality, but the Mercedes takes gold for feeling special.

ON THE ROAD
The 2 Series may not have a vast amount of power, but it's brisk enough to be engaging, and doesn't drink much in the process

FOUND
£37,980
Scan the code to check out the best BMW 2 Series deals

NEW BMW 2 SERIES

OUR PICK: BMW 220i M Sport auto **PRICE:** £37,980 (saving £2,850 on RRP)
STANDARD KIT: Heated front seats, high-beam assist, sat-nav, sport suspension
KEY STATS: 44.1mpg, 146g/km CO_2, 7.5secs 0-62mph **VED:** £270 in first year, then £190 **INSURANCE GROUP:** 28E **WARRANTY:** Three years/unlimited mileage

THERE was a time when you could have your pick of coupés, with most mainstream car makers offering at least one. That isn't the case any more, but BMW still offers several, the smallest of which is the 2 Series; the larger 4 Series and 8 Series offer extra space, performance and luxury for those with deeper pockets.

However, the good news is that while the 2 Series is the entry-level coupé in BMW's range, it's anything but the poor relation. Crucially, and as you'd expect from a BMW, it's a blast to drive, with the power going to the rear wheels. There used to be posher editions with four-wheel drive (dubbed xDrive) for added traction, but they're no longer sold.

The 220i that we've chosen is the most popular model in the range, largely because it offers a pragmatic balance of performance and economy. There used to be a raft of diesels and hybrids, but now the 2 Series range comprises just the 220i, 230i and M2, the last of which packs a massive 469bhp punch.

As the cheapest model in the range, the 181bhp 220i isn't about all-out grunt; this is a car that you can savour at lower speeds, thanks to its superb balance, sharp handling and reasonably compliant ride.

There's no hybrid tech in the 2 Series, which theoretically means a purer driving experience. But it also means higher fuel costs, although 40mpg isn't hard to attain once you've escaped the city limits.

As you'd expect, practicality is far from the 2 Series' strongest suit, but the 390-litre boot isn't too stingy, and if you need to carry bigger items, the back seat folds down with a 40:20:40 split. Rear-seat space isn't bad either, with more legroom than you might expect, although headroom is less generous. Where the BMW's cabin does excel is with intelligent design and excellent build quality; in these respects the 2 Series coupé feels far from an entry-level model.

BMW is an entertaining car to drive, with sharp steering and tidy handling

FOUND
£37,750
Scan the code to find the best deals on used Jaguar F-Types

ON THE ROAD
Jaguar's F-Type is at its best in rear-drive form, where it handles well and grips hard. It makes for a brilliant cross-country machine

PAUL BARKER
EDITOR

ADVICE
THESE are cars you buy as much with your heart as with your head, and while the BMW is a superb car in many ways, it can't compete with the Jag on looks or performance.

If you want a coupé that's efficient and packed with the latest tech, the BMW is for you. But for the same money you can have a car with more than twice the power and glorious looks, plus it's a guaranteed future classic. We'd take the Jag.

USED JAGUAR F-TYPE

ONE WE FOUND: Jaguar F-Type 3.0 380 V6 auto R-Dynamic **PRICE:** £37,750 **MILEAGE/YEAR**: 14,150/2019 **STANDARD KIT:** Leather upholstery, sport suspension, Active Sports Exhaust **KEY STATS:** 26.6mpg, 223g/km CO2, 4.9secs 0-62mph **VED:** £190 **INSURANCE GROUP:** 45E

JAGUAR is in the process of reinventing itself, and the chances are that the F-Type will be the last sports car to come from this famous British marque. There certainly won't be any more powered by a petrol engine.

When the F-Type was launched in 2014, buyers had the choice of either supercharged 3.0-litre V6 or 5.0-litre V8 powerplants. Then in 2017 a 296bhp 2.0-litre four-cylinder option was added.

We've chosen the middle ground here, because the 380bhp boosted V6 is all you need. It's also more exciting than the 2.0-litre option, although that will be cheaper to run. But who buys a car like the F-Type for the low running costs?

The F-Type coupé arrived in spring 2014 and it was updated three years later, when the infotainment set-up was dramatically improved. A facelift in 2020 brought a nose job, but the car we've picked features the original design, which many would argue is more attractive.

The Jag is as good to drive as it is to look at; most F-Types came with rear-wheel drive, although some editions were all-wheel drive. This V6 model sounds glorious, is superbly balanced with excellent steering, and the brakes are wonderfully reassuring. And if you're bothered by the fitment of an automatic gearbox, the Jag's eight-speed transmission shifts slickly, and has a cog for every occasion.

For a long time now, Jaguar's interior design has been excellent, but some of the materials used have been at odds with the company's premium image. That's how it is here: overall it feels special, but look a bit deeper and there's the odd disappointment lurking. That's also true with the packaging; if you're not too tall, you'll be able to get comfy easily enough, but if you're much over six feet, you might not be able to find a suitable driving position. Practicality is good otherwise, though; a 407-litre boot capacity means the Jag is a great grand tourer that's ideal for long trips.

Pre-facelift car is arguably prettier, but every F-Type is stylish outside and in. Interior quality isn't so great though

ON THE ROAD
C3's 1.2-litre engine has reasonable power and likes to avoid petrol stations

FOUND
£17,195
Scan the code to check out the best new Citroen C3 deals

NEW CITROEN C3

VS

OUR PICK: Citroen C3 1.2 Turbo Plus **PRICE:** £17,195 (saving £1,420 on RRP)
STANDARD KIT: Air-con, LED headlights, electrically folding door mirrors, rear parking sensors
KEY STATS: 52.0mpg, 128g/km CO2, 10.6secs 0-62mph **VED:** £220 in first year, then £190
INSURANCE GROUP: TBC **WARRANTY:** Three years/60,000 miles

THE Citroen e-C3 was our 2024 Car of the Year, but if you're not yet ready to make the leap to an EV, you'll be reassured to know that the petrol-powered C3 was our 2024 Supermini of the Year.

This funky-looking Citroen has come a long way from the curvy original C3 of 2002. Not only does it look much more modern and aggressive, but the build quality is light years ahead. In fact that's one of the most appealing things about the C3: this is essentially a budget small car, but thanks to clever design inside and out, it feels anything but low-rent.

Years ago, one of the key selling points of Citroen's cars was their comfort, thanks largely to clever fluid suspension. The brand hasn't had that edge for quite some time, but recently it has started to focus on ride quality once more, which is why the C3 is a lot comfier than many of its rivals; it's just a shame that it's not a bit more engaging to drive.

This is the fourth-generation C3 and it's pretty much the same length and width as its predecessor. But it's 10cm taller, and that's how Citroen has really opened up the car's cabin to provide plenty of space for four adults. Even better, this doesn't come at the expense of boot capacity, because the 310-litre load bay is roomy for this segment.

The only engine offered in the C3 is a 99bhp turbocharged 1.2-litre unit, which is frugal, has a pleasant thrum and gives decent in-gear acceleration. The C3 comes only in entry-level Plus trim, but if you do decide that you want to go electric, there's a posher Max edition. Even better, if you look in the Auto Express marketplace, you can find an e-C3 Plus from less than £20,000; the e-C3 Max starts at £20,900.

C3's cabin is certainly quirky, but it also has decent space for a family of four

THE beauty of buying used is you can get a lot more for your money. That's the case here, because the cheapest new T-Roc now costs more than £29,000, but for much less than that you can have a high-spec, low-mileage example that's barely run in. Even better, the T-Roc is not only a size up from the C3, but it's also a lot more plush inside, especially in SEL trim, which sits near the top of the range.

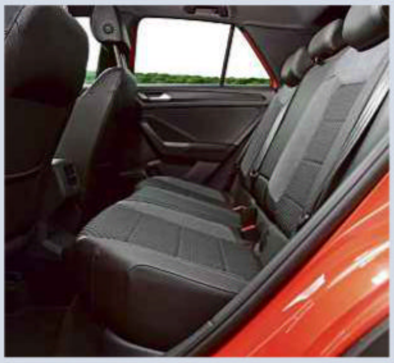
The T-Roc is a much older design than the C3; VW launched its mid-sized SUV as long ago as autumn 2017, with a choice of 1.5 TSI and 2.0 TSI petrol engines; 1.6 TDI and 2.0 TDI diesels arrived later, along with a 1.0 TSI petrol unit.

The 148bhp 1.5 TSI unit is powerful enough, decently frugal and refined. It works well with VW's DSG automatic transmission, although the six-speed manual is nice, too. But the T-Roc's talents don't end there, because this is a car that's not only fun, but also comfortable.

VW facelifted the T-Roc in spring 2022, but our car pre-dates that. No worries though, because the original car has a well designed cabin with plenty of kit and an infotainment system that's really easy to use.

And obviously, it doesn't matter how old the model you're buying is, because it will have a truly spacious cabin. There's no shortage of head or legroom in the back seats, while the boot capacity is generous at 445 litres. That's a lot more than the similarly sized Golf can carry.

Incidentally, the Citroen C3 hasn't yet been crash tested by Euro NCAP, but the T-Roc has long since achieved a maximum five-star rating, thanks to a raft of hi-tech safety kit being fitted as standard.



T-Roc has a cabin that feels like a step up in quality over the C3's, while it's truly roomy for adults and luggage

USED VOLKSWAGEN T-ROC

ONE WE FOUND: T-Roc 1.5 TSI SEL auto **PRICE:** £17,700 **MILEAGE/YEAR**: 27,606/2020 **STANDARD KIT:** Adaptive cruise control, voice activation, privacy glass, LED headlights **KEY STATS:** 42.8mpg, 150g/km CO2, 8.6secs 0-62mph **VED:** £190 **INSURANCE GROUP:** 19

FOUND
£17,700
Scan the code to check out the best used VW T-Roc deals

ALASTAIR CROOKS
SENIOR NEWS REPORTER

ADVICE

WE love the sheer simplicity and honesty of the C3 – so much so that we gave it out highest possible accolade last year.

But we're also fans of the T-Roc, and for the same money as a basic supermini, you can have a far more luxurious car from the segment above, which costs sensible money to run, offers more performance and is roomier. And that's why this time round we'd opt to buy used and take the Volkswagen.

ON THE ROAD
No matter which engine and gearbox the T-Roc has, it is good fun to drive and pretty comfortable

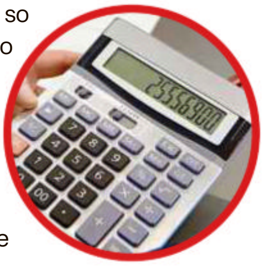
HOW TO BUY A
YOUR STEP-

Buying a used car can be risky, but if you do your resea and what to look for, you could save plenty of cash an

Steve Walker

MANY buyers aim for the ‘sweet spot’ of cars that are three years old, as they come off company fleets and lease deals at potentially half their price when new, with plenty of life left, and no big bills on the immediate horizon. There are still a few things you need to check before driving home in a fresh set of wheels, however.

1 GET YOUR FINANCES IN ORDER FIRST



ANY car is a big investment, so the first thing you will need to do is accurately work out your budget and stick to it. You might have a cash budget available, or need to calculate monthly payments for vehicle finance or a personal loan.

2 KEEP ON TOP OF USED-CAR MARKET PRICES

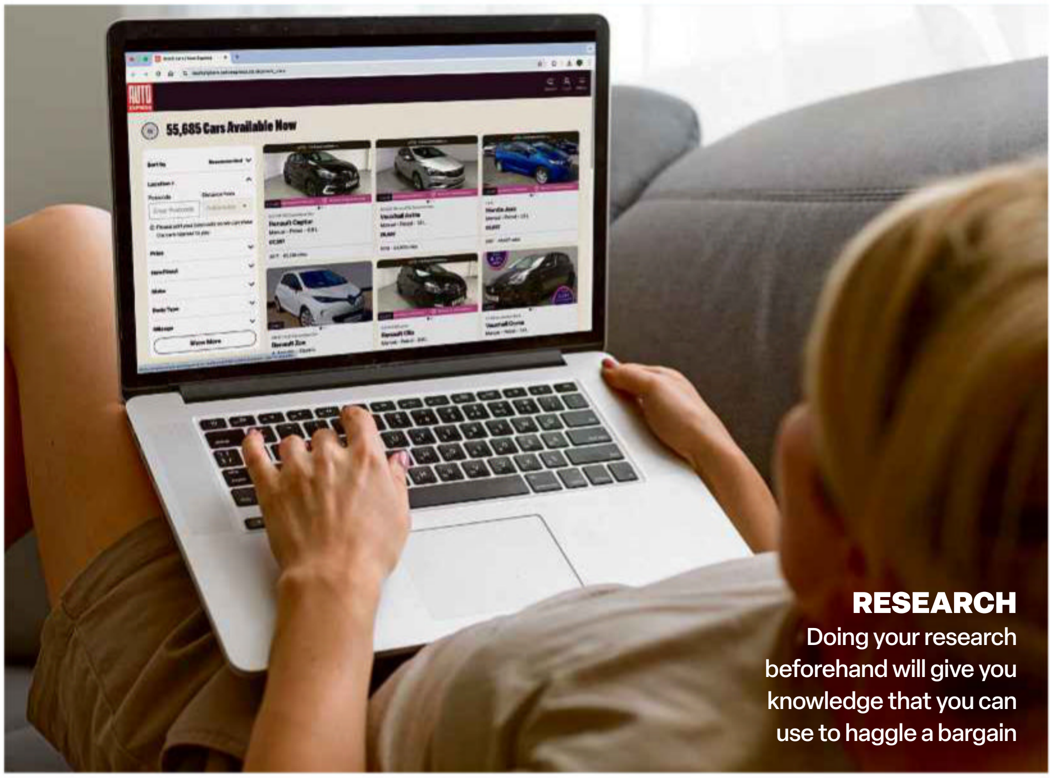
KEEPING an eye on used-car prices on the internet will give you a good idea of whether the car you’re looking at is fairly priced. With mainstream models, there will always be plenty of other examples out there if your first choice isn’t quite right for you.

3 CHECK ALL PAPERWORK THOROUGHLY

FLICKING through paperwork can be time-consuming and boring, but it’s worth properly checking out a car’s – from ensuring the seller’s name is on the V5C logbook in a private sale, to how thoroughly the vehicle has been serviced and whether any expensive bills (such as a cambelt) are due soon. An HPI check will also help to expose any outstanding finance or hidden history.

4 INSPECT THE CAR CAREFULLY IN DAYLIGHT & GOOD WEATHER

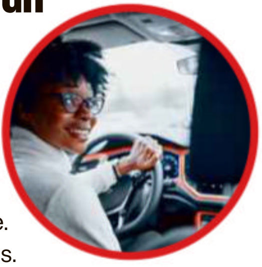
AVOID going to look at a car on a rainy day, or in the dark. Daylight makes it a whole lot easier to check panel and paintwork quality, and to see any damage. Remember to evaluate the operation of electric windows, air-conditioning and other functions.



RESEARCH Doing your research beforehand will give you knowledge that you can use to haggle a bargain

> **“AVOID MAKING LOW-BALL OFFERS, WHICH JUST WASTE EVERYONE’S TIME. PICK A PRICE LOWER THAN YOU WOULD ULTIMATELY LIKE TO PAY, AND NEGOTIATE”**

5 TAKE A THOROUGH TEST DRIVE



MAKE sure the car drives and handles correctly. Check it starts easily, there are no unusual sounds, it drives straight, and there’s no smoke. You’ll need insurance to do this.

6 ENSURE THAT NOTHING IS MISSING

ITEMS such as spare wheels, repair kits, jacks, locking wheel nut keys, spare keys and vehicle handbooks can go walkabout, as can sat-nav discs or SD cards. Check everything is present.

USED CAR:
BY-STEP GUIDE

arch, and know your rights
d avoid nasty surprises

7 MASTER THE ART OF HAGGLING

THERE'S often some wriggle room on a car's price. Avoid making optimistic low-ball offers, which just waste everyone's time. Instead, pick a figure lower than you'd ultimately be happy to pay, with the aim that after some back-and-forth, both parties end up in the sweet spot.

8 FINALISE THE DEAL PROPERLY

WHEN you've agreed on a price, make sure all terms are agreed in writing, with a receipt that both parties can sign and keep a copy of. It should show the vehicle's details, the price and terms of sale, plus both the seller's and buyer's name and address.

9 TAKE CARE WHEN PAYING

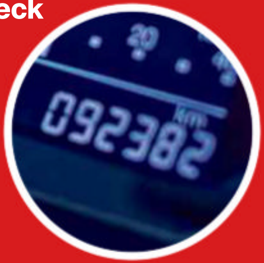
BUYING through a reputable dealer should be fairly painless, but with a private sale, always be careful. Avoid carrying large sums of money, and never take cash to a place that isn't the seller's home address – a bank transfer is much safer.

USED CAR BUYING PITFALLS: THINGS TO WATCH OUT FOR

BELOW are some of the worst-case scenarios that can trap unwary buyers in the second-hand car market. But remember that with a certain level of care, the risks can be avoided.

CLOCKING

CLOCKING involves illegally tampering with the odometer to obscure a car's true mileage and increase its value. Clues include discrepancies in MoT history and significant wear to the steering wheel and seats. Parts can be replaced though, so it's vital to check the mileage history on service records and other documents.



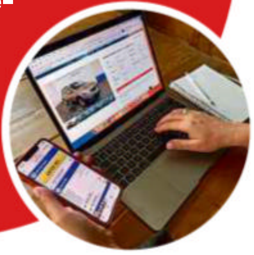
CLONING Stolen cars can be cloned to disguise the theft. Check the paperwork

CLONING

CLONED cars have number plates copied from an identical vehicle, to hide the fact a car is stolen, or to rack up fines in the owner's name. Check that the number plate matches the V5C, which in turn matches the car's VIN/chassis number. You can usually find the VIN at the base of the windscreen, but on older cars it can be under the bonnet. A vendor unwilling to show you the V5C is a red flag.

CUT-AND-SHUT CARS

CUT-and-shuts are two or more accident-damaged cars welded together masquerading as an original and undamaged car. They're very dangerous and can be tricky to spot, but an HPI check will indicate if a car has been recorded as a write-off, while tell-tale signs include uneven panel gaps and poor paint matching.



ON THE ROAD
Picanto's 1.0-litre engine develops 62bhp, so you need to rev it hard for good progress. The steering is light and the handling agile, however

FOUND £15,870
Scan the code to check out the best Kia Picanto deals

NEW KIA PICANTO

OUR PICK: Kia Picanto 1.0 2 **PRICE:** £15,870 (saving £550 off RRP with metallic paint) **STANDARD KIT:** 14-inch wheels, rear parking camera, electric windows **KEY STATS:** 54.3mpg, 116g/km CO2, 15.4secs 0-62mph **VED:** £220 in first year, then £190 **INSURANCE GROUP:** 4 **WARRANTY:** Seven years/100,000 miles

Scan For Free Magazines

CITY cars are becoming an endangered species, but tiny tots like the Picanto continue to prove that smaller can be better. Combining low running costs, lots of useful tech and family-friendly practicality, the compact Kia delivers a surprising amount of new car for your cash.

Despite prices starting at just £15,845 for the entry-level 2, the recently facelifted Picanto isn't short of kerb appeal. Taking its cues from the brand's imposing EV9 SUV, the Picanto's angular lines and bold light treatment make it stand out.

The Kia feels roomy, while the five-door layout and 255-litre boot boost versatility. Its interior isn't as stylish as the exterior, but it's packed with tech, including an eight-inch touchscreen infotainment system, a reversing camera, and air-conditioning.

The Kia's not short of safety kit either, with autonomous emergency braking, lane-keep assist and an intelligent speed limiter. That said, Euro NCAP awarded the Picanto only four stars when it tested the pre-facelift car in 2017.

There's a choice of two petrol engines, but at this budget you're limited to the 62bhp 1.0-litre three-cylinder petrol. The thrummy unit feels eager around town but needs to be worked hard to keep up with the flow of traffic on the open road – although the slick five-speed manual gearbox means this is no hardship.

Little Kia does an official 54.3mpg while its interior is packed with tech

Light steering and dinky dimensions mean the Kia is pretty agile and easy to drive, while the suspension does a surprisingly good job of soaking up the worst bumps.

As you'd expect, the efficient Picanto costs peanuts to run. Kia claims a fuel-sipping 54.3mpg and CO2 emissions of just 116g/km, while the 2 spec falls into a lowly group 4 for insurance. Better still, like all models from the brand it gets a generous seven-year and 100,000-mile warranty.

It shouldn't suffer much in the way of reliability issues, either. Not only did Kia finish an impressive third overall in our 2024 Driver Power satisfaction survey, the Picanto ranked an excellent 12th out of 50 models in the same poll.

KIA has tried hard to give the refreshed Picanto some visual pizzazz, but when it comes to style it has to play second fiddle to the previous-generation MINI, which is fashionable, fun to drive and oozes premium appeal.

For around the same money as a box-fresh Picanto you'll be able to secure a mint 71-plate Cooper Classic 5dr with less than 18,000 miles on the clock. There's plenty of choice too, with Auto Express' marketplace revealing numerous lightly used examples.

The MINI also steals a march on its new rival when it comes to interior ambience. High-grade materials are used throughout, while the smart design adds to the Cooper's upmarket vibes. It's well equipped too, featuring an 8.8-inch touchscreen complete with Apple CarPlay, and ambient cabin lighting. The 2021 example we found featured extras including a Harman Kardon hi-fi and a heated steering wheel.

Keen drivers will get a bigger thrill out of the MINI, its characterful 134bhp 1.5-litre three-pot petrol delivering warm-hatch pace, while the car's quick steering and nimble handling make it great fun on a twisty back road. The taut suspension is a little firm around town, but excellent refinement, a six-speed gearbox and supportive sports seats make the Cooper a superior long-distance companion.

However, its practicality is a downside. Despite being around 400mm longer than the Kia, there's only a little more space for rear-seat passengers and the 278-litre boot is barely any bigger. What's more, despite having a decent haul of safety kit, the Cooper was awarded the same four-star rating as the Picanto by Euro NCAP.

By now the MINI's three-year warranty will have expired, but a fifth-place finish in our 2024 Driver Power owner satisfaction poll suggests it should be a trouble-free choice. Claimed fuel economy of 51.4mpg and the brand's excellent servicing packages mean the Cooper won't cost a king's ransom to run either.

MINI feels by far the classier of the two inside, but isn't that much roomier. It's a lot more fun to drive though

USED MINI COOPER

RICHARD INGRAM
DEPUTY EDITOR

ONE WE FOUND: MINI Cooper Classic 5-door **PRICE:** £15,695 **MILEAGE/YEAR**: 17,300/2021 **STANDARD KIT:** 18-inch alloys, Apple CarPlay, air-con **KEY STATS:** 51.4mpg, 127g/km CO2, 8.4secs 0-62mph **VED:** £190 **INSURANCE GROUP:** 19

ON THE ROAD
Ride quality can feel a little too firm around town, but it all smooths out on the open road

ADVICE

IN terms of space, practicality, running costs and standard kit, there's little to separate these great-value small cars.

With its generous warranty and low running costs, the Kia makes sense for those wanting a trouble-free runaround. However, for us the MINI's upmarket image, sparkling driving experience and classy cabin just offset its fractionally higher running costs.

FOUND
£15,695
Scan the code to check out the best used MINI deals

ON THE ROAD
All of the powertrains are efficient. PHEV model does 84 miles on electricity alone

FOUND
£36,995
Scan the code to check out the best new Skoda deals

NEW SKODA SUPERB

OUR PICK: Skoda Superb Estate 1.5 TSI e-TEC SE Technology **PRICE:** £36,995
STANDARD KIT INCLUDES: 17-inch wheels, rear parking camera, heated seats
KEY STATS: 52.3mpg, 122g/km CO2, 9.3secs 0-62mph **ROAD TAX:** £220 in first year, then £190 **INSURANCE GROUP:** 24 **WARRANTY:** Three years/60,000 miles

Latest Superb's cabin offers a combination of cutting-edge tech and high-quality trims. Load area is simply enormous

FEW cars are as fittingly named as the Superb, especially in cavernous estate guise, because it combines incredible space and practicality with grown-up driving dynamics, cutting edge tech and plenty of premium appeal.

The latest Superb made its debut last year and scooped the Estate Car of the Year trophy in our 2024 New Car Awards. As ever, its vast interior is a major selling point.

Not only do rear-seat passengers enjoy limousine legroom, in estate guise there's an impressive 690 litres of boot space. Fold the rear seats flat and this increases to 1,920 litres.

The slickly designed and robustly built cabin is also packed with handy storage, plus features such as the hidden umbrellas in the doors and electrically powered load cover.

It also comes with an excellent dashboard layout that features the firm's trademark configurable 'Smart Dials' that allow quick and easy access to frequently used functions. Better still, the 13-inch touchscreen infotainment system is packed with features, not least wireless Apple CarPlay and Android Auto.

There's a good choice of efficient powertrains, including a diesel as well as a plug-in hybrid that claims an impressive EV range of 84 miles. But we'd recommend the refined and punchy 148bhp 1.5-litre TSI petrol engine that uses cylinder-deactivation tech to return 52.3mpg. Like all the powertrain options, it's mated to Skoda's smooth and swift DSG twin-clutch gearbox.

The Superb is underpinned by the tried and tested MQB architecture, which serves up surprising poise and precision for such a big car. Yet with its hushed refinement and plush ride, the Skoda is most at home tackling long-haul motorway trips.

You're spoiled for choice when it comes to trim levels, but the entry-level SE Technology's blend of generous kit and sub-£40,000 price makes it the pick of the line-up. It's also crammed with advanced driver aids, ensuring the Superb picked up a five-star rating from Euro NCAP.

Cabin in the E-Class feels truly sumptuous, and is beautifully put together. Boot is smaller than Skoda's but still huge

WITH a rich estate car history stretching back almost 40 years, Mercedes knows a thing or two about desirable load-luggers – and this previous-generation E-Class is one the brand's best ever.

For starters, the lure of the three-pointed star means few family estate cars can match the Merc for car park kudos. This is especially true for the 12,500 mile 70-plate E 220 d AMG Line Night Edition model we found, which was around £50,000 new, and featured stylish 20-inch alloys, a panoramic roof and smart-looking gloss black trim. One-nil to the E-Class.

It's a similar story inside, where the Merc's mix of top-notch quality and a lavish specification – with leather seats, dark wood trim and the brand's excellent 12.3-inch MBUX infotainment system – makes it feel a cut above the Superb. There's little to choose between the two for passenger space and comfort, with both easily accommodating five adults in comfort.

Outright carrying capacity favours the Skoda, but the Mercedes' 640 litres isn't to be sniffed at. Lower the rear bench and you'll liberate a handy 1,820 litres of space.

On the move our pair are closely matched again. Both cars deliver impressive comfort and low noise levels, while the E-Class' traditional rear-wheel-drive layout provides balanced and composed handling.

The 194bhp 2.0-litre four-cylinder diesel in the E 220 d remains the pick of the engine line-up. It's a little gruff at low revs, but generates 400Nm of torque and has an average economy figure of 50.4mpg. Better still, as well as combining effortless pace and penny-pinching efficiency, it meets Euro 6 emissions regulations, so can enter most clean-air zones.

As you'd expect, the Mercedes is bursting with the firm's cutting-edge safety kit, which earned it full marks from Euro NCAP in 2016.

More surprising is the fact that neither Skoda or Mercedes fared well in our 2024 Driver Power satisfaction poll, finishing 23rd and 25th respectively out of 32 brands.

USED MERCEDES E-CLASS

ONE WE FOUND: Mercedes E 220 d Estate AMG Line Night Edition
PRICE: £36,200 **MILEAGE/YEAR:** 12,000/2020 **STANDARD KIT:** 20-inch alloys, panoramic roof, leather trim **KEY STATS:** 50.4mpg, 161g/km CO2, 7.8secs 0-62mph
VED: £600 **INSURANCE GROUP:** 37

SPACE RACE
No matter which of these you choose, you'll end up with a vast load-lugger

ON THE ROAD
2.0-litre diesel grumbles a bit at low revs, but smooths out thereafter, and merely sips fuel

FOUND
£36,200
Scan the code to check out the best used E-Class deals

ALEX INGRAM
CHIEF REVIEWER

ADVICE
THERE'S no denying the Merc's style, sophistication and image are hard to resist, especially in classy AMG Line trim.

However, the Skoda matches the E-Class for comfort, quality and driver appeal, while it sneaks ahead for space and running costs. Factor in its three-year warranty, and by the narrowest of margins the win goes to the Czech machine.

ON THE ROAD
The 5 Series grips hard, handles well, and is genuinely entertaining to drive. But the downside is that the low-speed ride can feel a bit too firm

NEW BMW 5 SERIES

FOUND £55,230
Scan the code to check out the best new 5 Series deals

OUR PICK: BMW 530e M Sport **PRICE:** £55,230 (saving £5,595 on RRP)
STANDARD KIT: 19-inch wheels, adaptive cruise control, wireless smartphone charging
KEY STATS: 470.8mpg, 14g/km CO2, 5.9secs 0-62mph **VED:** £10 in first year, then £600
INSURANCE GROUP: 42 **WARRANTY:** Three years/unlimited miles

EVEN after eight generations, the desirable BMW 5 Series continues to set the benchmark for executive saloons to aspire to.

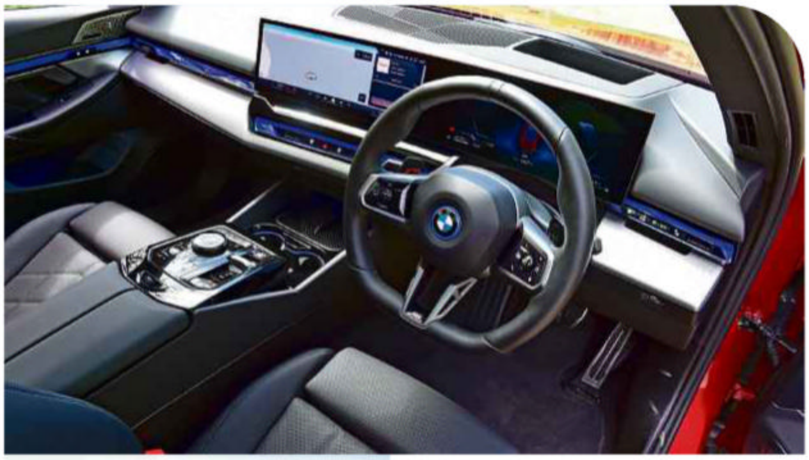
The latest car was launched last year, and is the biggest and most technologically advanced version yet. It's certainly the most distinctive, too, with its vast front grille, imposing size and bold detailing meaning you're unlikely to lose it in a car park.

Inside, the 5 Series is packed with cutting-edge tech, including the brand's bold curved digital dashboard. Like its predecessor, it sets the standard for quality and appeal, while the new car is even more spacious and features a list of standard kit (M Sport is the only trim level) that's longer than both your arms.

Under the eye-catching exterior there's a choice of electrified powertrains, from the mild-hybrid 520i to the i5 EV. For many, the plug-in hybrid 530e's mix of 63 miles of pure-electric running and range anxiety-busting 2.0-litre petrol engine offers the perfect balance of performance and efficiency.

Regardless of the engine, the 5 Series remains the benchmark for driver engagement. With its meaty steering, excellent body control, strong grip and rear-wheel-drive agility, the big four-door German can do a passable impression of a sports car. The price you pay is a stiff low-speed ride, although in every other respect the BMW is a quiet and comfortable long-distance express.

Of course, this broad spread of abilities doesn't come cheap, with prices starting at a whisker over £50,000. The 530e adds another £9,000 to this figure, although company car users will benefit from reduced tax cost versus a regular petrol car, if not the i5. Better still, BMW offers great-value pre-paid servicing packages, while our experts reckon the 5 Series will retain around 50 per cent of its original value after three years. Further peace of mind comes from the five-star Euro NCAP rating that is a result of the car's comprehensive array of sophisticated driver-assistance systems.



Digital dash is enormous; 530e can do 63 miles on battery power alone

THE BMW M3 combines supercar-slaying performance with sensible saloon practicality. Indeed, it makes a compelling used-car choice if you're looking for high-octane family car thrills.

At just over 4.8 metres long, the M3 is around 200mm shorter than its 530e big brother. However, despite a little less legroom for rear-seat occupants, there's still more than enough space. On top of that, its 480-litre boot gives away just 40 litres in carrying capacity.

Of course, if you're in the market for an M3, you'll be more interested in pace than space. Thanks to its snarling 503bhp turbocharged 3.0-litre straight-six, this saloon can blast from 0-62mph in just 3.5 seconds and go on to a limited top speed of 155mph.

With standard four-wheel drive, the BMW is poised and grippy; its uprated suspension offers cast-iron body control, scalpel-sharp precision and plenty of driver feedback. If you're feeling brave, you can even switch off the four-wheel drive system and enjoy the handling balance of rear drive.

The M3 looks the part too, and with its muscular wheelarches, bespoke door mirrors and prominent bonnet bulges, the BMW leaves passers-by in no doubt about its potential. The cabin is almost a match for the 5 Series' for upmarket appeal and tech, while the figure-hugging front sports seats and chunky steering wheel underline the BMW's thoroughbred status.

Of course, all this performance doesn't come cheap – although the 12,600-mile 2023 car we found offers a £25,000 saving over a new example. BMW claims just under 28mpg for the M3, while – as with the 530e – you'll pay £600 a year in VED until the car's sixth birthday.

In common with other cars from the brand, you can buy a pre-paid servicing pack, but it's pricier for M cars, plus you'll need to factor in extra cash for hard-working items such as the tyres and brakes. Still, at least you'll have the balance of the car's three-year warranty from new.

M3 looks purposeful both outside and in. Cabin quality is superb, too

VS USED BMW M3

ONE WE FOUND: BMW M3 xDrive Competition **PRICE:** £58,690 **MILEAGE/YEAR:** 12,600/2023 **STANDARD KIT:** 20-inch black alloys, three-zone climate control, head-up display **KEY STATS:** 27.7mpg, 229g/km CO2, 3.5secs 0-62mph **VED:** £600 **INSURANCE GROUP:** 42

FOUND
£58,690
Scan the code to check out the best BMW M3 deals

ALASTAIR CROOKS
SENIOR NEWS REPORTER

ADVICE

LETS get the obvious out of the way first – most people would be absolutely thrilled to have either of these classy and capable BMWs parked on their driveway.

If the latest technology, low running costs, and ultimate cabin and boot space are your priorities, then the sensible 530e should be at the top of your list. However, if you're happy to let your heart rule your head, the sensationally fast and exciting M3 is hard to resist.

ON THE ROAD

Not many cars can keep up with an M3, and even fewer can do it while carrying five people

ON THE ROAD
Just unclip the roof and fling it back – open-air fun is all yours in a matter of seconds

FOUND
£34,835
Scan the code to check out the best new Mazda deals

NEW MAZDA MX-5

OUR PICK: Mazda MX-5 Homura **PRICE:** £34,835
STANDARD KIT: 17-inch wheels, LED headlights, heated seats
KEY STATS: 41.5mpg, 153g/km CO2, 6.5secs 0-62mph **VED:** £680 in first year, then £190
INSURANCE GROUP: 33 **WARRANTY:** Three years/60,000 miles

IT'S not hard to see why the MX-5 has become the world's most popular roadster. It's brilliant to drive, affordable to buy, cost-effective, and reliability is bombproof.

Now in its fourth generation, the MX-5 is better than ever. Despite being barely any bigger or heavier than the 1989 original, the latest model is packed with all the tech, creature comforts and safety kit you're ever likely to need.

That's especially true of the flagship Homura edition, which benefits from adaptive LED headlights, 17-inch BBS multi-spoke alloy wheels and a smattering of gloss black detailing, while the interior features figure-hugging Recaro heated seats, keyless entry and wireless smartphone connectivity.

Despite its dinky dimensions, the MX-5's snug-looking cabin is actually surprisingly roomy. It also packs a decent amount of handy storage, some neat cup-holders and a very effective windbreak. The manually operated fabric roof can be easily raised and lowered in seconds, meaning you can always make the most of any breaks in the weather.

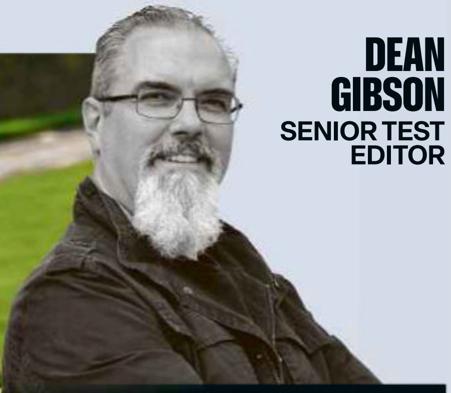
However, it's the way the Mazda drives that really marks it out as something special. For starters, the zingy 181bhp 2.0-litre four-cylinder engine produces a suitably raspy soundtrack and can fire the two-seater from 0-62mph in just 6.5 seconds. Better still, it's mated to one of the best manual transmissions in the business, the six-speed unit featuring a snappy and precise action.

MX-5 is exceptional fun to drive, and comes alive on a twisty back road

Then there's the rear-wheel-drive handling that allows you dance the MX-5 through corners using a combination of steering and throttle. Homura versions also get firmer Bilstein suspension for enhanced body control, a limited-slip differential for greater traction out of corners, and powerful Brembo brakes.

Yet unlike many performance cars, the Mazda doesn't force you to shell out on big bills. Claimed fuel economy is an impressive 41.5mpg, emissions are only 153g/km, and servicing it will cost no more than for Mazda's 3 family hatchback. Having fun has never been so sensible.

FOUND
£30,995
Scan the code to check out the best used Boxster deals



DEAN GIBSON
SENIOR TEST EDITOR

ADVICE

SEPARATING these two drop-tops is extremely difficult indeed, because they're both brilliantly entertaining sports cars that will never fail to lift your mood. And that's even more the case when the sun is shining.

In the final reckoning, the Mazda's dependability, low running costs and warranty just tip the balance. Yet we'd understand if you were swayed by the desirable Porsche's image and stunning flat-six powerplant.

USED PORSCHE BOXSTER

ONE WE FOUND: Porsche Boxster 2.7 PDK **PRICE:** £30,995
MILEAGE/YEAR: 25,000/2015 **STANDARD KIT:** powered roof, leather trim, electric seat adjustment **KEY STATS:** 35.8mpg, 183g/km CO2, 5.7secs 0-62mph
VED: £335 **INSURANCE GROUP:** 42

IF there is such a thing as a sensible second-hand sports car, then the Boxster could just be it. It blends scintillating driving dynamics with top-notch build quality and surprising practicality.

At this budget you'll have your pick of the latest 718 models with their turbocharged four-cylinder engines, but we'd seek out one of the earlier 981 versions. While it will lack the newer car's cutting-edge tech and safety kit, it makes up for this with its charismatic flat-six motor.

Packing 261bhp, the 2.7-litre unit has the Mazda covered for firepower and will blast the Porsche from standstill to 62mph in 5.7 seconds. More importantly, the punchy performance is matched to a howling, spine-tingling soundtrack. There's a six-speed manual gearbox as standard, but the seven-speed PDK's combination of rapid-fire manual shifts and silky automatic changes makes it a great option.

Flat-six 2.7-litre engine howls when revved hard, and packs a real punch

The Porsche is even more exciting when you point it down a twisty back road. It serves up acrobatic handling and limpet-like grip through a series of corners, while all of its major controls are simply dripping with feedback. And while the beautifully damped ride is firm at low speeds, it never becomes uncomfortable.

In fact, the Boxster is remarkably easy to live with. Its interior is even more spacious and upmarket than the MX-5's, while its combined front and rear boot capacity of 280 litres is 150 litres more than the Mazda can muster. Its fabric roof isn't quite as quick in operations as its new rival's, but the electrically powered set-up requires just a prod of a button.

So, what's the catch? Well, you'll be looking at cars that are around 10 years old (although the example we found had just 25,000 miles on the clock) so an aftermarket warranty is a must. Parts and servicing will also be much pricier than for the MX-5. On the flipside, Porsche promises a fuel figure of 35.8mpg and tax-friendly CO2 emissions of less than 200g/km.

NOUGHTIES,

Fed up with driver aids, touchscreens and sky-high pr

Chris Rosamond

Chris.Rosamond@autoexpress.co.uk

MY grandmother's outrage at a packet of crisps costing 'five shillings' in the 1980s always used to make me laugh. But nowadays, a new VW Golf costs roughly the same as five of its eighties predecessors, which isn't funny at all.

It's nice to drive the latest model from any brand, of course, and we're not about to try to dissuade anyone who wants to splash out on a new car at any price. But you know what? Over three decades of driving and writing about factory-fresh machinery, there have been plenty of times when I'd have been happy to 'stop the clock' on vehicle development, because I couldn't imagine a particular car being improved to an extent that it would become any more desirable.

Examples include BMW's E46-generation 3 Series and E39 5 Series that ran from the late nineties to the mid-noughties, the original Ford Focus, a Skoda Yeti and many Mercedes cars.

Yes, there have been plenty of developments in areas such as driver assistance/intervention, efficiency, comfort and cabin technology, but few of these make cars any more enjoyable to drive – or for that matter, more usable.

Noughties cars had already achieved a level of usability, reliability and comfort that makes them eminently practical today. So if you can bag a low-mileage, well cared-for example, you've got a daily driver that should stand up to tens of thousands more miles. Pick an older premium model, and you'll love driving those miles, too.

That's why I'm an advocate for 'noughties but nice' motoring, shopping with a £5,000 (or more) budget for the best example you can find of a well loved car, ideally with no more than a couple of owners and 50,000-or-so miles on the clock.

> **"THERE HAVE BEEN MANY DEVELOPMENTS, BUT FEW MAKE A CAR MORE ENJOYABLE TO DRIVE, OR EVEN MORE USABLE"**

MILEAGE 50,000

FORD FOCUS

Cost then: £14,000
Cost now: £1,500

IF you're worried about potentially big bills from a noughties premium model, then hunt around for a more mainstream machine.

Look carefully and you can pick up a low-mileage, pampered Ford Focus Mk1 with around 50,000 miles on the clock for £1,500 to £2,000.

It hails from a time when Ford layered love and attention on making cars drive well, with the hatchback getting cutting-edge control blade rear suspension, and deft steering.

Its age is a double-edged sword: it hails from a time when cars were much simpler, and servicing should be cheap, but look out for rust.

INTERIOR
We're used to it these days, but the Focus's cabin looked cutting edge at the turn of the millennium. Car drives superbly

BANGERNOMICS FOR BEGINNERS

How to buy the right old banger and run it for peanuts

PICKING up an old car for peanuts and running it into the ground has proved cost-effective for cash-strapped car buyers for almost countless decades.

There are potential pitfalls to driving a banger, though, and the condition of the car is paramount. While scuffs and dents will all make the car usefully cheaper by

BUT NICE?

rices? Find a time-warp 2000s model instead

MILEAGE 48,000

MERCEDES E-CLASS

Cost then: around £30,000
Cost now: £5,000

THE thought of spending £5,000 on a one-owner 2008 Mercedes E-Class 220 CDI Avantgarde saloon with fewer than 40,000 miles on the clock and a full service history makes complete and utter sense to me.

Browsing the classifieds recently, I found just such an E-Class. It was hardly a hero-spec Merc, but it looked in mint condition, and I'd bet on it being good for years to come, needing only routine maintenance, and being affordable to fill up.

CLASSY
This roomy and comfortable Mercedes will just get on with making you feel good about every journey

MILEAGE 40,000

JAGUAR S-TYPE

Cost then: around £29,000
Cost now: £4,200

I'VE recently been looking around for something a bit swanky from the noughties, and have been very taken by a couple of premium 'executive' machines spotted in the classifieds.

One of these was a beautiful three-owner 2005 Jaguar S-Type Sport in metallic grey with 2.7-litre diesel V6 power, 48,000 miles and a full service history for just under £4,200.

The traditionally styled Jag looks like a car that will shrug off the next 50,000 miles, and take you anywhere in style.

CABIN
Okay, the S-Type interior wasn't the last word in quality, but these days it still looks pretty stylish, and there isn't a touchscreen in sight

CONDITION
Weigh up rust or damage carefully – if there's too much, a cheap car could be written off

providing points to haggle over, mechanical maladies and rust can be expensive to repair. However, if you're prepared to do a little DIY or can find a more cost-effective way of getting a car fettled, it could still make sense.

But you will need to make your choice carefully. Some old cars can literally be 'written off' when they need to be taxed. From March 2001 all cars were rated according to their CO_2 emissions, and from March 2006 the most polluting cars were hit with a higher-rate road fund licence. Most of those cars reside firmly in banger territory these days, yet they could cost you a fortune in road tax every 12 months.

ESSENTIALS

Renault 5 Iconic Five

Price: £28,995

Powertrain: 1x electric motor, 52kWh battery, 148bhp

0-62mph: 7.9 seconds

Test efficiency: 4.1 miles/kWh

Official range: 251 miles

Annual VED: £0

Fiat 500e La Prima

Price: £30,995

Powertrain: 1x e-motor, 42kWh battery, 116bhp

0-62mph: 9.0 seconds

Test efficiency: 4.4 miles/kWh

Official range: 199 miles

Annual VED: £0

> "SOME CAR MAKERS HAVE DECIDED THAT TAPPING INTO THEIR HERITAGE IS THE WAY TO GO; RENAULT AND FIAT HAVE REALLY LEANED INTO THAT PHILOSOPHY HERE"

BEST OF 5

Renault's new retro-themed R5 is wowing drivers with its looks, performance and price. Not so long ago it was the Fiat 500e that was hot in the city. How does it fare against its French EV rival?

RENAULT 5 vs FIAT 5

These delightfully retro electric city cars are turning on the style

WHEN the electric revolution first threatened to take hold, the most optimistic among us felt that the market would be flooded with small, affordable EVs that were light on resources and perfect for short trips. What we got instead was a sea of huge SUVs, which was not surprising in hindsight, given the initial size and expense of the best battery tech available at the time, but still a touch disappointing.

As the cost of EV tech continues to shrink, we're starting to see the cars we'd always hoped for. Here we have two electric city cars that are small in stature but big on style. To take on the best China has to offer, some established European brands have decided that tapping into their heritage is the way to go – and Renault and Fiat have really leaned into that philosophy here.

The Renault 5 is the latest model from a firm that's really on a roll with its EVs. Starting from £22,995, the entry-level model costs much the same as a petrol-powered supermini, but looks like little else on the road. The Fiat 500 is a touch smaller than its rival here, but it competes closely with the Renault on both desirability and price. But which is best?

HEAD TO HEAD

CONTENDERS

Renault 5

RENAULT has hit a rich vein of form over the past few years; not necessarily because its cars have been the outright best in the class, but because they usually come very close yet are competitively priced, too.

On that latter point, the 5 is off to a promising start; the entry-level model starts from £22,995, a price that undercuts most electric vehicles on the market today. Even if you go all out on the top-spec, 148bhp Iconic Five model in our pictures, the line-up maxes out at £28,995.

ON THE ROAD

BOTH of these cars are excellent in the cities they're designed for, feeling agile, nippy and easy to park. The Fiat's light steering and superior visibility give it a narrow edge in town, but on quicker, more open roads, the Renault is more convincing. The 5's refinement is excellent for a small car. It's stable on a motorway, and the quite sophisticated damping makes the most of a chassis that's up for fun when things get twisty.

TECH HIGHLIGHTS

EACH of these cars is offered with a choice of two motor outputs, each with their own battery capacity. Compare the specs on paper, and when it comes to power, battery capacity and charging speeds, the Renault has an edge over the Fiat. Not only is the big-battery version of the 5 able to travel 52 miles further than the 500 based on WLTP figures, but at 100kW, it can replenish that range sooner.

PRICE AND RUNNING

THIS pair will spend much of its time driving around town, and the Fiat is more energy efficient than the Renault. Its battery is small, which limits range, yet it makes the most of what it has. But the 5 will look after your money much better, because it's expected to hold onto roughly half of its original value after three years. The Fiat depreciates alarmingly quickly, losing two thirds of its list price during that time.

00e

Fiat 500e

WHEN the 500e was launched, there weren't as many small EVs around as there are now – and the ones that were available back then tended to be pricey. So while it was once a bit of a bargain relative to its rivals, that's not quite the case any more.

The base model starts from £24,995 – £2k more than the Renault, while the top-spec La Prima tested here costs £30,995. In either case, power, performance and range are down on the equivalent 5, so the Fiat faces an uphill battle from the outset.

BLAST FROM THE PAST
Renault 5's cabin has many nods to its ancestors', but it's still packed with modern technology. It's the same story with the Fiat 500e

PRACTICALITY

BOTH cars have fabulous cabin designs, which give a great sense of occasion to those up front. But with the two cars measuring less than four metres long (the 500 is much shorter than even that benchmark), it's fair to say that back-seat passengers feel a little cramped. The 5 is on a par with many superminis, but the 500 is certainly a tight squeeze. The 5's five-door body makes rear access much easier, too.

SAFETY

OUR rivals were awarded four stars out of five when they were safety tested by Euro NCAP. Top-spec versions of each car come loaded with assistance tech, with adaptive cruise control with steering assist standard on both models. Blind-spot warning systems are also fitted to both if you splash out on the best-equipped versions, while the Fiat even gets a 360-degree parking camera – the Renault's is rear-facing only.

OWNERSHIP

OWNERS didn't appreciate the experience of living with either a Fiat or a Renault in 2024; both brands finished close to the bottom of our latest Driver Power customer satisfaction survey. Renault offers a four-year warranty to the Fiat's three years, while the 5 gets three years' breakdown cover to the 500's one. Both brands are offering zero per cent PCP finance deals on these electric models at the moment.

RENAU

French firm is the latest brand to

THE automotive world has seen just how well retro designs have worked to spectacular effect for Fiat and MINI, so Renault has decided "why not?". The brand hopes that the latest 5 has enough style to remind those of us old enough to remember the distinctive shape the original flaunted. Yet it balances that with a sharp, contemporary body that will attract younger buyers who simply want a striking small car.

ENGINES & PERFORMANCE 4.1/5★

WHICHEVER version of the Renault 5 you choose, it features a single electric motor driving the front wheels. Renault offers buyers a choice of two e-motor outputs, each with its own battery size.

The range starts with a 118bhp version with 225Nm of torque; this motor is paired to a 40kWh battery, which returns a claimed 190-mile range. We're yet to drive the entry-level model, but its performance looks sprightly enough on paper; 0-62mph takes nine seconds, which is identical to the Fiat 500e.

But we've spent plenty of time behind the wheel of the 148bhp model. As well as the extra 30bhp offered over the entry-level car, it also gains 20Nm of torque to lift its total to 245Nm. Thanks to a 52kWh battery, the WLTP range climbs to 251 miles, too.

On the road, it feels every bit as quick as the 7.9-second 0-62mph time suggests. The throttle mapping is quite smooth – even in its most responsive Sport mode – so it's easy to control the power at low speeds without the wheel-spinning moments that some rivals often provide. The motor is very quiet and the feedback through the brake pedal is reassuring and smooth as it transitions between motor regeneration and mechanical braking.

DRIVING 4.3/5★

RENAULT has engineered a feeling of solidity into the way that the 5 behaves on the road. In terms of refinement and stability, it really doesn't feel like a small car at all. It's all very grown up and reassuring.

AROUND TOWN While that solidity is easy to feel even at low speeds, Renault has kept many of the typical small-car traits that make models such as this so much fun to drive around town. The steering is light and darty – but with a slightly strong self-centring effect around the straight-ahead – and the turning circle is impressively tight, so low-speed manoeuvres feel like they come naturally to the 5.

The ride is a little on the firm side. The damping is well controlled, so it rarely feels harsh, but there's an ever-present bounce that's familiar in any small EV with a short wheelbase – dealing with the mass proves to be quite a challenge for chassis engineers in these circumstances. That aside, the powertrain is smooth, the brake feel is reassuring, and a B mode increases the level of brake regeneration significantly, but not enough to offer complete one-pedal driving.

A & B-ROADS Up the pace, and the 5 is quite entertaining to drive. The low centre of gravity provided by the battery pack in the floor limits body roll, but not so much that you can't feel what the car is doing beneath you.

Get bold through a corner, and you can even play with the 5's balance on and off the throttle. It's not quite as fun to drive as previous supermini handling stars such as the Ford Fiesta – or numerous French small cars before that – but it's among the more entertaining small models you can buy today.

MOTORWAY That solid feeling pays dividends on a motorway. While this isn't going to be most buyers' first choice for a long-distance slog, the 5 is more than up to the task. It feels stable, refined and reassuring, and despite the straight-line performance tailing off beyond 60mph, there's still more than enough

MODEL TESTED:
Renault 5 Iconic Five

PROS
- Great to drive
- Keen pricing
- Great in-car tech

CONS
- Slight bounce from low-speed ride
- Fiddly gear selector placement
- High boot load lip

TESTER'S NOTES

IF you like the R5's looks but hoped for a little more go, then Alpine has just the tonic. The A290 gets completely re-engineered front subframe, suspension and steering systems to deliver a car that's both more potent and more sophisticated than the standard 5.

The Alpine's steering response and precision are a key improvement over the Renault's, but it also gains grip and trims body roll without unduly compromising ride comfort. The A290 can't quite thrill enough to be considered a full-blown hot hatch, though.

Alex Ingram
Chief reviewer

in reserve to make great progress. Road and wind noise are impressively well contained for a car of this size, too.

MPG & RUNNING COSTS 4.7/5★

EFFICIENT powertrain, strong residuals and low tax rates – for private and fleet users – mean few cars on sale are as cheap to run.

EV RANGE/ BATTERY/CHARGING Being a small car with a relatively modest amount of weight to move around allows the 5 to make better use of its energy than most other EVs.

In a mix of driving environments with temperatures around 17 degrees Celsius, we achieved 4.1 miles per kilowatt-hour, but that included motorway driving. At lower speeds, things improved to 5.0mi/kWh, which means at its best, the 5 should be able to cover an impressive 260 miles between charges – slightly more than its 251-mile WLTP range.

While a standard-fit heat pump means there's little penalty for using the heating, much as with any other EV, the 5's range does take a hit in cold weather. With temperatures around freezing, we averaged 3.2mi/kWh in mixed driving (including motorways), which knocks the range down to 166 miles.

Renault claims that the big-battery 5 can charge at up to 100kW, but the best we saw was closer to 80kW, when the battery was at around 30 per cent charge. Some electric vehicles, including Teslas and VW Group products, can precondition the battery in advance of reaching a charge point so you

LT 5

o dig into its back catalogue for inspiration

EcoContact 6Q
ntinental

ON THE ROAD
Our test showed the 5 is good to drive in town and on A and B-roads. Despite its small size, it can also hold its own on a motorway. All versions of the Renault get 18-inch alloys

> "RENAULT HAS ENGINEERED A FEELING OF SOLIDITY INTO THE WAY THAT THE ELECTRIC 5 BEHAVES ON THE ROAD"

get the advertised speeds straight away. It's a feature that we'd like to see on the 5 in future, because it was clear on arrival at a rapid charge station that speeds were initially sluggish, although things did improve significantly once the battery warmed.

The entry-level car with the smaller 40kW battery charges at a maximum of 80kW.

TAX Being an EV that falls well below the £40,000 luxury car-tax surplus, the Renault is cheap for private buyers to tax. The first year's VED stands at £10 (up from £0 pre-April 2025), and will cost £195 a year in road tax.

INSURANCE Depending on the trim and powertrain you choose, the 5 ranges from insurance groups 18 to 22. That's fairly low relative to its closest rivals; the MINI Cooper E, for example, ranges from groups 20 to 26.

DEPRECIATION Renault has got its pricing reasonably competitive from the outset, and that's reflected in the predicted residual values across the range. Every trim level is expected to hold onto almost half of its original cost after three years or 36,000 miles. The exception is the base model, which keeps one per cent more of its lower asking price.

That means while residuals aren't as strong as for the MINI Cooper Electric (depending on trim, it'll maintain between 50 and 57 per cent of its value over the same period), the Renault resists depreciation much more doggedly than models such as the Peugeot E-208, Vauxhall Corsa Electric and Fiat 500.

INTERIOR & TECHNOLOGY 4.7/5★

ATTRACTIVE, well finished and well stocked with simple yet effective tech – the 5 has one of the best small-car cabins on the market.

FRONT SPACE Renault has leant into its heritage with the 5's cabin. The fabric-covered dashboard and the distinctive shape of the seats are inspired by the first-generation 5 from the seventies, while the pronounced shelf ahead of the passenger and prominent air vents pay homage to the Mk2 'Supercinq'.

That this is all integrated into the overall design alongside modern creature comforts such as digital displays and physical climate control functions, is a great achievement.

While the MINI and Fiat 500 play on their retro designs and feel similarly special, the Renault has the most logical ergonomics of the three. The one small exception is the gear selector. The spindly column stalk is mounted just above the control for the wipers, and we found that it was quite easy to inadvertently knock the wrong one when quickly switching between drive and reverse, for example, when parking or doing a three-point turn. Given that there is a third stalk on that side further down – Renault's otherwise very intuitive volume and media controls – it feels a little cluttered in that area.

QUALITY Overall build quality is solid enough for a small car. It's not quite as posh-feeling as the latest MINI's cabin, but the few hard plastics inside the 5 tend to be low down, with fabric pieces covering the bits closer to hand.

TECH AND INFOTAINMENT The digital instrument panel ahead of the driver is sharp and easy to read, with a fairly uncluttered layout that allows for a bare minimum of information to be displayed to avoid distraction. Physical climate controls make adjusting basic settings feel very intuitive from the second you get behind the wheel. That sounds like something that should be taken for granted, but that isn't always the case in many touchscreen-reliant new cars.

PRACTICALITY 3.9/5★

IT'S not a large car, so don't expect limo-like room, but there's a decent balance between space in the rear seats and boot that puts it a little above average by supermini standards.

FRONT SPACE The 5 feels quite substantial for such a small car in the front. The dash is fairly high, so those wanting a great view out will need to jack the seat up a little.

Fortunately, the front seat and steering wheel offer lots of adjustment, so it's not hard to find a comfortable seating position. But the large outer rear headrests obstruct part of the driver's view out of the back window.

REAR SPACE The rear seats are comfortable, but predictably for such a small car, they're not incredibly spacious. Kneeroom is similar to a Vauxhall Corsa, so there's less than in the roomiest hatchbacks on the market such as the Skoda Fabia. Headroom is about average for a supermini, and almost identical to what we measured in the back of a Renault Clio.

BOOT SPACE At 326 litres, there's plenty of storage space by small car standards, but a high load lip makes lifting larger items on board tricky. Dropping the seats expands the volume to 1,106 litres, but the folded seat backs create a step up from the main boot floor.

RELIABILITY & SAFETY 4.0/5★

ALONG with EV rivals such as the Fiat 500, Peugeot E-208 and Vauxhall Corsa Electric, the 5 only got a four-star out of five safety rating from Euro NCAP. It was penalised because Renault couldn't demonstrate that the dash

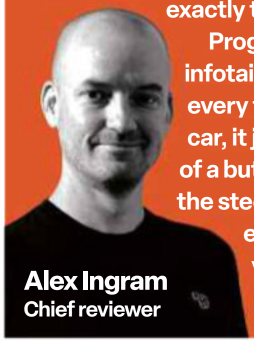
CABIN

Front seats are heavily bolstered to provide support, with the bright-coloured highlights repeated throughout the interior. The rear seats offer more space than those in the Fiat, while the rear doors make access easier, too

TESTER'S NOTES

EVERY new car is mandated to switch on a speed limit warning beep and a lane-keep assist function every time the car is started. Renault makes these systems easier to disable in its vehicles than they are in any other car. The 'My Perso' mode lets the driver set the safety-assist tech exactly to their liking.

Program this once on the infotainment screen, and every time you start the car, it just takes two prods of a button to the right of the steering wheel to get everything just how you like it.



Alex Ingram
Chief reviewer

INTERIOR
Renault has made good use of fabric to give the 5's cabin a lift. The digital driver's display is clear and isn't crowded with unnecessary information

> **"THERE'S A DECENT BALANCE BETWEEN SPACE IN THE REAR SEATS AND BOOT THAT PUTS IT A LITTLE ABOVE AVERAGE"**

R
N
D/B
000
READY mph
60
3.1
mpkWh
10
.5
.0

MULTI
SENSE

could provide the same level of protection to occupants of differing sizes. There is also no central airbag to prevent front-seat occupants from colliding in a side impact.

Renault doesn't have a great reputation in our Driver Power owner satisfaction survey, with the firm coming 28th out of 30 brands in 2024. Its best individual category score was 12th for running costs, with cheap servicing in ninth, followed by 16th for tax and insurance, and 18th for fuel economy.

WARRANTY 4.3/5★

RENAULT offers a four-year warranty on its latest EVs, which runs up to 100,000 miles.

SERVICING 4.4/5★

THE French marque offers a selection of service plans for the 5, with a three-year agreement currently priced at £10.99 per month for the 36-month period.

FIAT 50

The 500 has been a sales hit for

THE 500e was one of the first compact EVs on the market, and as with its petrol-powered namesake, it has plenty of staying power. While cars like the Volkswagen e-up! and Honda e have been dropped completely, the 500 soldiers on against a influx of new rivals, including the similarly priced Renault 5 and Citroen e-C3.

ENGINES & PERFORMANCE 3.7/5★

BUYERS get a choice of two motor and battery combinations, and while neither delivers the exaggerated performance specs that we're used to in modern EVs, they're more than up to the job. The range kicks off with a 92bhp motor that will accelerate from 0-62mph in 9.5 seconds. The 116bhp option knocks half a second from that benchmark, and adds 9mph to the top speed – hitting 93mph flat out.

Both deliver the goods in the urban areas where the 500e will spend most of its time. With up to 220Nm going through the front wheels, throttle response is lively enough to provide plenty of punch when pulling out of junctions or away from traffic lights.

But it's a pity the brake regeneration modes are tied to the driving modes. If you want one-pedal driving (or at least close to it) then you must pick one of the more efficient settings. But these also peg back the power, especially the Sherpa mode, which is designed to eke out as much distance as possible from the battery.

DRIVING 4.0/5★

THIS is a car that's very clearly been designed with the city in mind, and that's without doubt where the 500 does its best work.

AROUND TOWN Being a city car, it's at low speed where the 500e is designed to excel – and it does. Great visibility, tiny dimensions and a tight turning circle make everything from parking to darting in and out of traffic a doddle. Engaging your desired direction of travel is as simple as prodding one of the large buttons on the dash, and the power delivery is smooth and silent.

It's clear from the outset that electric power is perfect for a small car, because it's so much more peaceful, easier and relaxing to drive than an equivalent petrol-powered city car. Avoid the largest wheel sizes and you can make the most of a fairly soft-riding car that soaks up the worst of the UK's urban streets.

A & B-ROADS: The 500e's relative lack of weight compared with most other small EVs makes it feel fairly agile along a twisty road. Beyond that, it's more competent rather than fun. The grip from the fairly modest tyres is fine, and the car is set up to be predictable and nose-heavy, with a very cautious stability control system. The suspension struggles to keep up with higher-frequency bumps as the speed increases, so on a typical British B-road, things can start to get a little bouncy.

MOTORWAY The soft ride comes into its own once again on a motorway, where the 500e is fairly comfortable. But this is a very small car, and it's clear that sound deadening isn't a priority. Wind and road noise is a little high, even compared with similarly sized rivals such as the Renault 5. The light steering isn't the most precise as the speed increases either, which means that the driver needs to make regular corrections to keep the car straight.

MPG & RUNNING COSTS 3.4/5★

THE 500e is very efficient and cheap to tax, but you'll need to hunt out some bargains, because depreciation is very steep.

EV RANGE/ BATTERY/CHARGING In either of its forms, the 500e doesn't have a very large battery, but then it isn't a car designed for long motorway slogs. Yet a small battery means that there isn't so much weight to lug around, and therefore it's very efficient with

MODEL TESTED:
Fiat 500e La Prima

PROS
- Great to drive in town
- Excellent energy efficiency
- Stylish interior

CONS
- Hefty depreciation
- No rear doors
- Overly light, vague steering

TESTER'S NOTES

WHILE Renault is the latest brand to dip into its back catalogue to revive an iconic shape from its past, Fiat has been using the same tactic to brilliant effect since 2007, when it reinterpreted the classic 500 for the modern age. Almost three million of the petrol version have been produced since, making the most of its cute looks and bargain price point. The electric model certainly has the first of those factors on its side, but prices will need to come down if it's to get anywhere near to replicating the petrol version's sales success.

Alex Ingram
Chief reviewer

the energy that it has. In temperatures around 17 degrees Celsius, we averaged 4.3mi/kWh on a range of roads, including motorways. Sticking to suburban streets, it climbed as high as 5.2mi/kWh. On a cold day with temperatures just above freezing, a motorway-only run achieved 3.1mi/kWh; given the temperature and speeds involved, that's likely a worst-case scenario.

Fiat says the 500e's charging maxes out at 85kW, and quotes a 0-80 per cent battery top-up in 35 minutes. That's identical to the MINI Cooper E (85kW), but not as swift as Renault's 5 (100kW). The Fiat slows significantly beyond 80 per cent, with that final fifth of the battery taking closer to 50 minutes to top up.

TAX If you're in the market for a small company car, then the 500 will prove to be very cheap. As with any other EV, it sits in the lowest tax band, which as of April 2025 is three per cent, so a basic-rate income tax payer will face deductions of just £186 per year. That's about a fifth of what the 500 mild hybrid costs over the same period.

INSURANCE Insurance cover for a 500e shouldn't be too expensive, with the entry-level 24kWh version rated at group 16, and the 42kWh variant just one to two groups higher. The convertible 500C version will be slightly more pricey, given that it starts in group 21.

DEPRECIATION Electric cars have gained a sometimes undeserved reputation for hefty

0e

nearly 20 years. How good is the EV version?

ON THE ROAD
500e is best suited to urban streets, but is agile on the open road, too. Its soft ride helps on motorways. All versions of the 500e get either 16 or 17-inch alloy wheels, depending on the spec

"THE 500e IS A CAR THAT'S BEEN DESIGNED WITH THE CITY IN MIND, AND THAT'S WHERE IT DOES ITS BEST WORK"

depreciation. Many EVs lose their value at a similar rate to petrol and diesel cars. As for the ones that are too expensive in the first place, the used car market takes care of those values, and they lose a huge chunk of their retail price very quickly.

Unfortunately for Fiat, the 500 is one of the heaviest-depreciating cars on the market right now. According to data supplied by industry advisors CDL Vehicle Information Services, rivals such as the Renault 5 hold onto roughly half of their value after three years or 36,000 miles, but the Fiat clings onto barely one third of its original asking price.

In the case of the most expensive trim level, the Giorgio Armani special edition, it'll be worth just 31.25 per cent of its original list price three years down the line. In other words, that £33,995 car will become a £10,625 model in 36 months. The one positive spin that you can put on those numbers is that the 500 is already a used-car bargain.

INTERIOR & TECHNOLOGY 4.3/5★

ATTRACTIVE cabin manages to blend modern and retro designs with plenty of technology and a suitably expensive feeling.

DESIGN Fiat's design team played a bit of a blinder with the styling of the 500e's cabin, delivering a look that maintains some smart retro touches while taking advantage of the manufacturer's latest touchscreen technology and electric layout.

The use of painted plastic or textured material (depending on spec) on the top of the dashboard doesn't just create a throwback to the original 500, but also adds a splash of interest where most cabins ordinarily have dull, cheap black plastic.

Interesting upholstery designs and a quirky steering wheel also add character to a car which disguises the fact that, like most very small cars, it's been built to a cost.

QUALITY There are lots of hard plastics around the 500's cabin, but thanks to many of the most common touchpoints feeling expensive – and the previously mentioned use of colours and textures – the 500 feels very smart inside.

TECH AND INFOTAINMENT With many tiny electric vehicles such as the 500e still pricey compared with their petrol counterparts, Fiat has tried to justify that initial expense to some degree by loading this small car with plenty of smart technology.

There's a 10.25-inch touchscreen, a seven-inch digital driver's display (neatly integrated into a round binnacle – another clever nod to the original 500), while top-spec trims get semi-autonomous driving tech that can accelerate, brake and steer the car within lanes without driver input.

PRACTICALITY 3.1/5★

THE 500e is a very small car on the outside, so space is fairly limited on the inside, too. There are more spacious alternatives for the money.

FRONT SPACE Visibility from the 500e's driver's seat is excellent. In almost every direction, there are large windows, with no unnecessarily large pillars or a rising shoulder line to obstruct vision. The view is boosted further by the high driving position – the seat is height adjustable in some models, but the position is fairly lofty even in its lowest setting. There's plenty of adjustment in the steering wheel, but the pedal box is a little cramped, and there's no left foot rest.

While the glovebox is large, the door bins are small. The console between the front seats has a space under the adjustable armrest, while a sliding cover hides an extra bin with a cup-holder. It's set very deep, though, so extracting a hot drink demands caution.

REAR SPACE The 500e is strictly for four people only, with no centre rear seat. That's probably for the best, because the cabin would be too narrow for three. As it is, shoulder room is absolutely fine, but headroom is tight and legroom is in short supply. If the driver is above average height, their seat will be squashing the knees of anybody sitting behind them. While you can fit adults back there, the second row is best suited to children.

BOOT SPACE At 185 litres, the 500e's boot is fine for a supermarket trip, but its shape doesn't lend itself to anything more bulky. The space is fairly deep – making it a little more tricky to lift heavy items over the high load lip – but there is space for the charging cables beneath the false floor. The rear seats split down the middle, but they don't fold flat, which in part explains why the 500e's seats-down volume is a still-compact 550 litres.

RELIABILITY & SAFETY 3.8/5★

ONLY MG fared worse than Fiat in our 2024 Driver Power customer satisfaction survey manufacturer rankings, with the Italian firm finishing 31st out of 32. Unsurprisingly, for a brand selling so many small cars, interior space and practicality were two areas where it fared worst, while insurance and running costs were two of Fiat's higher-scoring categories.

The 500 scored four stars out of a maximum five when it was tested by Euro NCAP in 2021. While overall occupant-protection scores were good, it was marked down for the lack of a central airbag, which would reduce the risk

CABIN
Models with a height-adjustable driver's seat improve the already-decent visibility. There's only room for two people in the back and they will find space is in short supply. The three-door bodystyle hampers access to the seats, too

TESTER'S NOTES

AT a time when so many cars are growing ever larger, it's worth giving Fiat credit for keeping the 500e nice and compact. At 3,673mm long, it's almost 200mm shorter than the MINI Cooper Electric, and while the Renault 5 is smaller than many new petrol-powered superminis, the French model is still 249mm longer than its Fiat competitor. Without mirrors, the Fiat is 1,682mm wide, which allows it to squeeze through many tight gaps that other small cars can't. In other words, it's an ideal size for the city.

Alex Ingram
Chief reviewer

INTERIOR
Despite the amount of hard plastics used inside, Fiat has chosen soft-touch materials for the main touchpoints

> **"FIAT'S DESIGN TEAM PLAYED A BLINDER WITH THE CABIN'S STYLING, BLENDING RETRO WITH THE LATEST TECH"**

e-MODE
VOLUM

of injury between two front occupants colliding in the event of a side impact.

WARRANTY 3.9/5★

THE 500e comes with a three-year/unlimited mileage warranty – the latter not a massive factor in a model that's likely to cover fewer miles than the average new car anyway. In what is becoming the industry standard, Fiat offers an eight-year battery warranty.

SERVICING 4.0/5★

FIAT recommends the 500e is serviced every 9,000 miles or 12 months. That shouldn't be an issue for anyone using it as an urban runabout. But if you cover more miles, then the relatively short intervals may prove frustrating, especially when electric cars need far less maintenance than petrol cars.

PRICES AND SPECS

	RENAULT 5	FIAT 500e
Our choice	Renault 5 Iconic Five	Fiat 500e La Prima
Price of our choice/price as tested	£28,995/£28,995	£30,995/£30,995

POWERTRAIN AND PERFORMANCE

	RENAULT 5	FIAT 500e
Powertrain	1x electric motor	1x electric motor
Power	148bhp	116bhp
Torque	245Nm	220Nm
Transmission	Single-speed/fwd	Single-speed/fwd
0-62mph/top speed	7.9 secs/111mph	9.0 secs/93mph
Battery capacity/usable	52/52kWh	42/37.3kWh
Official range	251 miles	199 miles
Test efficiency/range	4.1mi/kWh/213 miles	4.4mi/kWh/164 miles
Charging	100kW (10-80% in 28 mins)	85kW (0-80% in 35 mins)

DIMENSIONS

	RENAULT 5	FIAT 500e
Length/wheelbase	3,922/2,540mm	3,632/2,322mm
Width/height	1,774/1,498mm	1,682/1,527mm
Rear kneeroom	520-770mm	475-683mm
Rear headroom/elbow room	905/1,354mm	871/1,330mm
Boot space (seats up/down)	326/1,106 litres	185/550 litres
Boot length/width	660/980mm	551/1,003mm
Boot lip height	787mm	706mm
Kerbweight/towing weight	1,525/500kg	1,365/N/A
Turning circle	10.3 metres	9.7 metres

COSTS/OWNERSHIP

	RENAULT 5	FIAT 500e
Residual value (after 3yrs/36,000 miles)	£14,231/49.08%	£9,280/33.15%
Depreciation	£14,764	£18,715
Ins. group/quote/VED	22/£579/£0	18/£514/£0
Three-year service cost	£396	£299
Annual tax liability std/higher rate	£108/£216	£112/£224
Annual fuel cost (10k miles)	£698	£650
Basic warranty/recovery	4yrs (100k miles)/3yrs	3yrs (unlimited)/1yr
Driver Power manufacturer position	28th	31st
NCAP Adult/child/ped./assist/stars	80/80/76/68/4 ★ (2024)	76/80/67/67/4★ (2021)

EQUIPMENT

	RENAULT 5	FIAT 500e
Metallic paint/wheel size	£0/18 inches	£650/17 inches
Parking sensors/camera	F&r/yes	F&r/yes
Spare wheel/Isofix points	Repair kit/three	Repair kit/three
Keyless entry & go/powered tailgate	Yes/no	Yes/no
Leather/heated seats	No/yes	Artificial/yes
Screen size/digital dashboard	10.1 inches/yes	10.25 inches/yes
Climate control/panoramic sunroof	Yes/no	Yes/no
USBs/wireless charging	Two/yes	Three/yes
Wireless Apple CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/no	Yes/no
Adaptive cruise/steering assist	Yes/yes	Yes/yes

WHAT WE WOULD CHOOSE

RENAULT 5 There aren't many options on the 5 – it's down to colours and accessories that allow owners to personalise their cars. Renault offers some lively paint finishes, plus a range of 3D-printed covers for one of the storage bins.

FIAT 500 Fiat's pledge to stop producing grey cars means that there's a cheery colour palette to choose from. Kit levels are so strong on the highest-ranking La Prima trim that there is very little to add to the standard spec.

INFOTAINMENT

5°C 09:02
MULTI-SENSE COMFORT
Electric
Hands-free Park Assist
Air quality
My Driving
Driving assistance
Vehicle
Configure
A/C

Renault 5 4.6/5★

OPENR LINK | KEY FEATURE: BUILT-IN GOOGLE MAPS

RENAULT'S latest infotainment set-up leans heavily on Google-based tech. Using the know-how and operating system from a tech giant means that it's far better than Renault's previous touchscreen attempts when going it alone – and it's better than other manufacturers', too.

Built-in Google Maps is brilliant for route-planning and locating charging points, and the loading and response times are better than most systems at any price. The other menus are logically laid out and easy to use, too, with big on-screen keys and simple functions.

Electric vehicle
Controls
Settings
BATTERY LEVEL
52%
CHARGING LEVEL

Fiat 500e 4.2/5★

UCONNECT 5 | KEY FEATURE: WIRELESS APPLE CARPLAY

FIAT'S bright, hi-res screen is fairly responsive, but loading times between selecting menus – especially the nav pages – can be sluggish. Disabling the lane-keep system is fairly easy, thanks to a button on the end of the left-hand stalk. That's handy because turning it off via the touchscreen requires diving into some messy sub-menus.

Small switches on the back of the 500e's steering wheel spokes make it easy to adjust volume and switch radio stations, or skip song tracks when on the move.

> **"BUILT-IN GOOGLE MAPS IS BRILLIANT FOR ROUTE-PLANNING AND LOCATING CHARGING POINTS"**

RENAULT 5 BEST FOR:
Style. Few small cars manage to turn heads, but the 5 attracts attention like little else for the price – especially in one of the more striking colours.

FIAT 500 BEST FOR:
Urban roads. If you rarely have far to travel and you don't intend to carry people in the back, the 500's diminutive size makes perfect sense in the city.

RESULTS

WINNER ★★★★★

Renault 5

THE French manufacturer has created a true winner with the Renault 5, showing the competition just what is possible when it comes to producing a desirable supermini – regardless of the fuel that powers it.

For some, it's likely that the eye-catching looks inside and out will be enough to steer buyers towards their nearest Renault dealership, but the 5 gets so much more right, too. Performance, refinement and handling are above average for the segment, and it's also even fairly efficient. Best of all, and as with most current Renaults, superb value for money is a given.

AUTO EXPRESS
ROAD TEST
WINNER
RENAULT
5
MARCH 2025
★★★★★

INTERESTED?
Scan the code to check out deals on brand-new Renault 5s

RUNNER-UP ★★★⯨☆

Fiat 500e

WHEN we pitched the Fiat 500e against its rivals in 2021, we proclaimed that "this isn't just one of the best small electric cars on sale today, it's one of the best EVs you can buy". It's clear that Fiat got a lot right the first time around. But in the four years since, rivals have caught up and surpassed it – and the Renault 5 is just too strong for its Italian competitor.

The Fiat 500e is still great to drive around town, superbly efficient and charming, but it's now much too pricey for the range, practicality and refinement it offers. As a result of these shortcomings, Fiat's stylish city car suffers from extreme depreciation.

INTERESTED?
Scan the code to view new Fiat 500e models available now

FIRST REPORT

RANGE ROVER SPORT

Is our Range Rover Sport PHEV talented enough to make it a convincing alternative to an EV?

Paul Barker

Paul_Barker@autoexpress.co.uk

I'VE graciously put my hand up and volunteered to take the key to the Range Rover Sport as a science experiment.

As well as the obvious investigation into what it's like to live with, I'm curious to explore the state of plug-in hybrid technology. Are PHEVs a halfway house to ease people into electric cars, or are they a compromise that leaves you struggling for the efficiency benefits a fully electric powertrain brings?

I've run such cars in the past, but have been living day-to-day with various electric vehicles for the past few years. In the meantime PHEVs have gained bigger and better batteries, and the 20-ish-mile real-world range of pioneering plug-in hybrids such as the BMW 330e and Mitsubishi Outlander, is now up to a much more useful 50-plus miles. My car usage combines a sprinkling of longer work-related runs that would previously have required a public charge in an EV, alongside weekend jaunts to my son's under-11s football matches, visiting family and friends and other assorted trips.

What I'm interested in is whether avoiding the time and cost of using public chargers on longer runs will be of more benefit than the occasions I go beyond the 32kWh battery's range and have to use the engine?

The 3.0-litre turbo petrol engine is good, producing 542bhp and giving the 2.7-tonne luxury SUV a sub-five-second 0-62mph time.

We let Land Rover choose the spec, because I couldn't have justified almost £20,000 of options. The big one is the Velocity Blue gloss paint, at a shade under £8,000. Land Rover does also offers half a dozen metallic colours (at £895 each), or the base Fuji White cost-free option, while there are nine satin-finish alternatives, each priced at £9,995.

There are some of the 14 options I'm more pleased with than others. The gloss black 23-inch wheels don't look oversized on the Sport, and don't harm the ride. The £1,100 cost over the standard 22-inch alloys is reasonable, and although I'm hoping the £1,060 for a full-size spare is an unnecessary expense, it's comforting to know it's there.

The kids were equally delighted to see the rear-seat infotainment system (a pricey £3,700) and to discover in seconds that the Sport comes with in-car WiFi (£440). Both will get a work-out on an Easter family road trip.

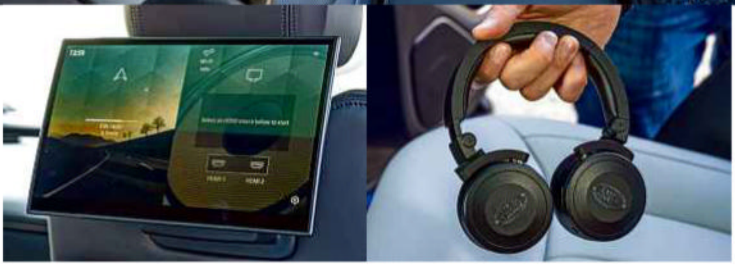
Early driving impressions are that the Range Rover Sport is going to be an adept long-distance cruiser, and it's only taken a couple of journeys to find my way around the initially frustrating Pivi Pro infotainment system – controlled via a 13.1-inch central display. There's a handy button on the steering wheel to switch between three levels of driver assistance, while I've set the adjacent favourites button to instantly activate the driver's heated seat at the start of a journey.

Land Rover's latest cabins are devoid of buttons, with absolutely everything running

TALE OF THE TAPE

Range Rover Sport is an enormous car, but we're keen to see if PHEV powertrain gives it the running costs of a smaller machine

Otis Clay



INTERIOR

There are very few buttons in the cabin, which means everything is controlled through the touchscreen. Rear-seat entertainment system keeps kids happy

through the touchscreen, which I'm not a fan of in any car – a volume knob and dials for the temperature are still things I pine for. Having to dive into screens to switch between driving modes isn't particularly efficient or safe to do while on the move, and another example of where a simple button would be better.

But the big touchscreen does display one of the clearest camera views I've ever used. The perspective is sometimes a little off when it comes to people or other cars, but the top-down view is especially handy when making sure you've managed to nestle what is a very big car within the white lines of a parking bay.

We're only just starting out on life with the Range Rover Sport PHEV, but the first couple of charges each returned just shy of 50 miles of electric-only running, which in cold weather was close enough to the official figure of 70 miles to provide optimism when warmer weather comes along. More miles will provide more clarity on range, which means I can start on the maths and see how it stacks up overall.

PROS
- Comfort
- Performance
- PHEV range

CONS
- Cost of options
- Size
- Petrol-only MPG

“EARLY IMPRESSIONS ARE THAT THE SPORT IS GOING TO BE AN ADEPT LONG-DISTANCE CRUISER ”

MODEL TESTED:

Range Rover Sport P550e Autobiography PHEV

On fleet since:	February 2025
Price new:	£113,995
Powertrain:	3.0-litre 6cyl turbo petrol PHEV, 542bhp
Power/torque:	542bhp/550Nm
CO2/BiK:	19g/km/8%

Options: Gloss paint (£7,990), black exterior pack (£1,450), rear-seat entertainment (£3,700), electric towbar (£1,130), 23-inch alloys (£1,100), full-size spare (£1,060), privacy glass (£490), convenience pack (£680), WiFi (£440), Tow Assist (£385), Tracker Pro (£340), Off-road modes (£220), LED foglights (£195), plug socket (£120)

Insurance*:	Group: 50 Quote: £1,800
Mileage/mpg:	1,802 miles/42.3mpg
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

VERDICT ★★★★½

THE Range Rover Sport PHEV has made a good first impression thanks to its looks, refinement, comfort and good electric range. The infotainment is growing on me despite the absence of physical buttons, and some of the tech – especially the quality of the cameras – has impressed already.

FINAL REPORT

SUZUKI SWIFT

Hybrid supermini has the Monopoly when it comes to fuel economy

AT THE WHEEL
Tom appreciates the Suzuki's darty handling, but isn't such a fan of the cheap-feeling cabin

Tom Jervis
Thomas.Jervis@autoexpress.co.uk

WHEN testing a car's outright performance, you often see fuel economy figures tumble. But even when pushing on in the Suzuki Swift, and revving out its modest three-cylinder engine, I struggle to get much less than 40mpg. In fact, most of the time when I'm pootling in town or on long journeys to and from the airport, my real-world figure is close to 60mpg – dropping to around 57mpg during the recent cold spell – which means the Japanese supermini has the Monopoly on fuel economy.

Compare this with my colleague, Ellis Hyde, who only a few months ago took custody of the award-winning MG3. He was shocked to find that even despite the MG's hybrid tech, he was struggling to return more than 50mpg.

Putting my GCSE maths to good use, I worked out that filling up the Swift's tank from full to empty at my local fuel station would cost around £50, while doing the same with the MG's larger tank will set you back more than £62.

With this in mind, running the Suzuki will cost just 11 pence per mile, compared with around 13 pence per mile for the MG. While this might not sound like a drastic difference at face value, over the course of a year and 7,500 miles, you'd save around £150 in fuel costs by choosing the Suzuki.

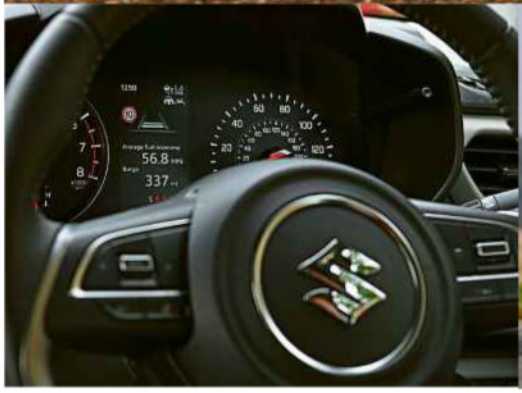
Of course, the MG3 is a lot more powerful than the Swift, but neither is a hot hatch and for most owners, overall running costs are likely to be a much more important factor.

So, I've been jollying around feeling like I've just passed 'GO' on the Monopoly board. I may not have collected £200, but I've been spending very little on fuel with the Suzuki.

Since we took custody of the Swift, its base price has risen to just over £19,000, although Suzuki does currently offer it with a zero-interest PCP option over two years when you put down a 20 per cent deposit.

Yet perhaps the Swift's biggest Achilles heel is its rather high insurance group; Suzuki's supermini occupies group 21 alongside the likes of the much larger Nissan Qashqai, BMW 2 Series Gran Coupé and even the rather obscure Aston Martin Cygnet city car. Our example insurance quote for a 42-year-old living in Oxfordshire of £640 would be quite a bit below what it'd be for me, a 25-year-old in Norfolk. I entered my details online and

MONOPOLY
$
KS24 DBO



QUIDS IN
Tom's saving cash at the pumps, thanks to the mild-hybrid Swift's real-world economy of nearly 60mpg, which equates to running costs of 11p a mile

was quoted around £940 – a long way from what most people would call ‘affordable’.

Another sore point is that the Swift can no longer use its mild-hybrid status as a ‘Get Out of Jail Free’ card when it comes to VED. Its classification as an alternatively fuelled car currently qualifies it for a £10 discount on VED, meaning it costs £180 to tax. But from 1 April 2025, owners must pay the full £195 charge. This doesn’t just affect the Suzuki, because all cars, even EVs, will be liable for VED in April.

MODEL TESTED: Suzuki Swift Mild Hybrid Motion

On fleet since:	September 2024
Price new:	£19,100
Powertrain:	1.2-litre 3cyl petrol mild-hybrid
Power/torque:	81bhp/107Nm
CO_2/BiK:	99g/km/24%
Options:	Two-tone paint (£750)
Insurance*:	Group: 21 Quote: £640
Mileage/mpg:	4,000 miles/56.8mpg
Any problems?	Loose trim on centre channel

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

- Lengthy equipment list
- Darty handling
- Economical

CONS

- Cheap-feeling and poorly built interior
- Awkward looks
- Outdated infotainment

TANK OF PETROL
PRICE: £50
SWIFT

VERDICT ★★★½☆

THE Suzuki Swift is a fantastic option for penny-pinching motorists who want to get from A to B as efficiently as possible. But this little foray into the cost of motoring only highlights how expensive most cars are becoming to buy and run. This could price many people out of the market and, unfortunately, there aren’t any ‘Chance’ cards in real life to pay bank dividends.

> **“EVEN WHEN PUSHING ON IN THE MODEST THREE-CYLINDER SWIFT, I STRUGGLE TO GET MUCH LESS THAN 40MPG”**

FLEETWATCH

BMW 5 Series

TO my dismay, I’ve discovered a problem with my BMW 530e Touring. It’s not that it’s uncomfortable or disproportionately thirsty. Nor is it lacking in performance. I even think the 40-odd-mile electric range is decent enough for daily duties. No, the issue is it’s simply too practical.

My parents recently moved house and it coincided with the delivery of my new estate car. With some cosmetic work to do on their new home, and lots of clearing as a result of the inevitable downsizing, they had lots they wanted to dispose of.

Which is where the Touring saved the day twice. The first time, we loaded it up with packaging materials and bric-a-brac. But when I went to visit two weeks later, I didn’t expect another drive to the dump.

The BMW’s days as a glorified bin lorry aren’t up, either; there’s a garage of junk to clear and a 1,700-litre load bay primed for packing. And then there’s the garden...

RICHARD INGRAM

REPORT INDEX

Alfa Romeo Giulia QF	Issue 1,869
BMW 530e	Issue 1,870
Cupra Tavascan	Issue 1,868
Dacia Duster	New arrival
Honda e:Ny1	Issues 1,859, 1868
Ineos Grenadier	Issue 1,866
Lexus LBX	Issue 1,864, 1872
Mazda CX-30	Issue 1,865
MG3 Hybrid+	Issues 1,860, 1,869
Peugeot E-3008	Issue 1,867
Renault Scenic	Issues 1,855, 1,865
Skoda Superb	Issue 1,871
Suzuki Swift	Issues 1,852, 1,859
Volkswagen ID.7	Issue 1,873
Volvo EC40	Issue 1,871

SUBSCRIBE AND SAVE 39%

OFF THE SHOP PRICE

AUTO EXPRESS
SCOO
EXCLUSIVE IMAGES
NEW SKO
OFFICIAL Big-selling SUV gets dramatic new look for 2025
KY25 YRF
TESTED FAMILY PLUG-INS
VW Tiguan battles BYD Seal U for PHEV crown
DRIVEN AUDI A5 AVANT ● DRIV

AUTO EXPRESS
HOT HATCH HEAD-TO-HEAD
BMW M135 vs AUDI S3
All-weather performance cars do batt
DRIVEN THIS WEEK
HYBRID VAUXHALL
MINI CONVERTIBLE
NEW BENTLEY
2 x NEW HYUNDAI SUVs
VOLVO XC90 VERDICT
NEW KIA EV9 REVEALED
ALSO INS
25 STARS FOR 2025

PRINT& DIGITAL AVAILABLE

WHAT'S INCLUDED?

39% off the cover price

Get a 6-issue trial for just £6! Your subscription will then automatically renew every 13 issues at just £36.99.

Free Auto Express KeepCup

KeepCup: The original reusable, barista standard cup. Lightweight, durable, and fits most car holders. Your stylish, eco-friendly caffeine companion.

AUTO EXPRESS

Free Delivery

Never miss an issue with delivery to your doorstep at no extra cost.

Flexible options

We offer hassle-free cancellation or the option to pause anytime

TRY 6 ISSUES FOR £6

OP 208 GTi IS BACK!

Return of Peugeot's hot-hatch hero

ODA ENYAQ

OFFICIAL HONDA SUV

First look at firm's bold new 0 Series

DRIVEN NEW KIA EV3

Is bargain SUV now the one to beat?

PLUS Latest on Nissan merger plans

EN CORVETTE Z06 ● REVEALED NEW FACE OF BMW iDRIVE

NEWS

zda sets sights on Tesla with 6e

market as it announces new rival for Model 3

AL

NS WILL BE AVAILABLE: THE AND A LONG RANGE MODEL”

STYLING New EV is identical to EZ-6, which is already on sale in China; 19-inch alloy wheels feature an efficient design to boost range

INTERIOR Passengers have plenty of room front and rear; 14.6-inch touchscreen dominates dash

LUDING UL RED”

www.autoexpress.co.uk

www.autoexpress.co.uk

15 January 2025 11

SUBSCRIBE NOW

1. **Order online**
   Visit subscribe.autoexpress.co.uk or call **0330 333 9491**
2. **Enter the offer code D25Q1**
   and choose the offer that suits you best.
3. **Check out securely**
   Complete your order, and await the arrival of our first issue. Sit back, relax and enjoy!

SCAN TO SHOP

Scan me with your smartphone's camera to go straight to our secure online store.

Calls to 03 numbers will be charged at your standard local rate. Prices are for UK only. The introductory trial offer is limited to one per household per 12 months. We reserve the right to cancel an order if the trial offer is misused. Alternative gift may be supplied. Please allow 28 days for delivery.

ENGINEERING TO ENABLE

Designed & Engineered in Great Britain

4.9/5

Independent Service Rating based on 301 verified reviews

3-4
Seats + Wheelchair

Motability Scheme

from
£8,995
Advance Payment
1.5 TSI Petrol Auto 116PS

Brotherwood Goodlife
Volkswagen Caddy Life

Save £4,000
Off Retail Price ▶

NEW | USED | HIRE

Small WAVs. Big Deals.

Spring Offers on compact Brotherwood® Wheelchair Accessible Vehicles

Brotherwood C'arete
Ford Tourneo Connect

Our compact VW Caddy Life and Ford Tourneo Connect feature market-leading design, with a difference you can feel

COMFORT
Our signature flat, level lowered floor for superior outward visibility

INCLUSION
Central wheelchair location directly next to the rear passenger

SAFETY
Simple restraint system for fast, easy loading and wheelchair securement

Request a brochure or FREE, no-obligation home demonstration at Brotherwood.com

FREEPHONE **0330 1747 544**

Offers end 31st March 2025.

BROTHERWOOD®
ENGINEERING TO ENABLE

40 Years 1985-2025

Commercial Vehicles

IntegratedPartner

Ford PRO Convertor

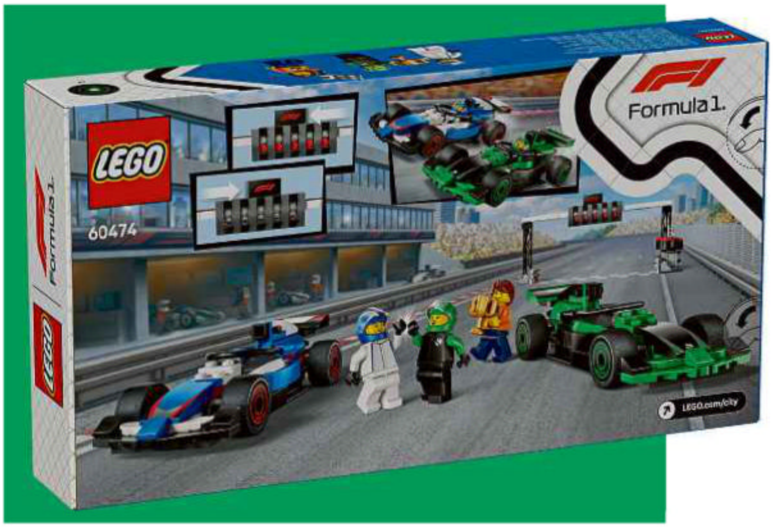
91 **NEW PRODUCT CAR COVER**
Protecting your soft-top

93 **MINI TEST TORCHES**
New NightSearcher tested

94 **PRODUCT TEST OBD READERS**
Check your car cheaply

PRODUCTS

BLOCK PARTY
LEGO fans can now build their own startline gantry and race a VCARB car against a Sauber in the latest round of the Living Room-Carpet championship



HOT KIT

LEGO F1

Price: From £3.49 **Contact:** *lego.com/F1*

AS if the excitement of the recent F1 season opener wasn't enough, you can now build the entire 2025 grid using LEGO kits. The new collection of cars and driver minifigures means all 10 F1 teams are now available for the first time.

The new releases include a LEGO City F1 Grid with VCARB & Sauber cars, designed for kids aged six and over. It's a set containing 303 pieces, including driver figures, and features a light gantry with a slider to change signals from red to green. Pit garages and an F1 team truck are also available.

Individual cars are available for £10.99 each, while the Grid packs cost £24.99, although older kids might prefer the more complicated and detailed cars that are featured in the new Speed Champions range. These cost £22.99 and are aimed at fans aged 10 and over.

For those with smaller budgets, the new £3.49 Collectible series hides a mystery 29-piece car kit in each box, with 12 to collect. Each comes in the colours of an F1 team, with team logos, a large helmet in the cockpit and moving wheels.

As part of the tie up with F1, LEGO will be hosting Fan Zones and Pop-Up Stores at most of the big races, including the British GP at Silverstone, with activities to keep kids amused between the on-track action.

BOOKS

Lee Noble - Supercar Genius

Christopher Catto Veloce Publishing, *veloce.co.uk*
Price: £60 **Rating:** ★★★★☆

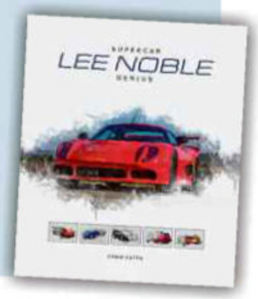
PEOPLE who have only a passing interest in the supercar topic tend to recognise the name Noble, but only as 'the company that builds cars in a shed in Leicester'. The reality is, of course, a lot classier, because Noble has forged a reputation over the years for creating driver-focused sports and supercars with a bit of a raw edge. And the man behind the entire enterprise is Lee Noble, the subject of this biography.

Author Christopher Catto scoots quite quickly through Noble's childhood years and education, then quickly gets into the meat of the matter – Lee Noble's involvement with the automotive industry.

The book covers his beginnings as an amateur racing driver, and carries on through Noble designing the Ultima racing car, plus his involvement with several other models. After that, the biggest proportion of the book is given over to detailing the supercar company that bears Noble's name.

Fans will find plenty of technical detail and description, and there's also advice on buying and owning some Noble models. It can be tricky keeping up with the timeline, though, because dates are rarely given. Nonetheless, with plenty of excellent photos and technical drawings it's one that budding engineers will enjoy.

"FANS WILL FIND PLENTY OF DETAIL AND DESCRIPTION, PLUS ADVICE"



36576

PAY Monthly

Spread the cost over 12, 24, 36, 48 or 60 months

Any mix of products over £300

19.9% APR

5 MINUTE APPLICATION

SEE OUR FULL RANGE OF 1000s OF PRODUCTS ONLINE

Machine Mart®

Britain's Tools & Machinery specialist!

www.machinemart.co.uk

FRIENDLY STORES NATIONWIDE

THE PERFECT GIFT

Our gift cards & e-Vouchers can be redeemed in any of our superstores nationwide, online & by phone 0115 956 5555.

GIFT CARD
Machine Mart

£ PRICE CRASH

DON'T MISS THESE DEALS!

HIGH PRESSURE HOT WASHER

PRICE CRASH £499.17 exc.VAT £599.00 inc.VAT WAS £694.80 inc.VAT

SAVE £95 inc.VAT

HARRY 2 050412181

HEAVY DUTY PETROL PRESSURE WASHER

PRICE CRASH £415.83 exc.VAT £499.00 inc.VAT WAS £574.80 inc.VAT

SAVE £75 inc.VAT

PLS195B 050411362

PRESSURE WASHERS | OFFER ENDS 25/03/2025 | SEE ALL 5 PRODUCTS ONLINE NOW

ALUMINIUM RACING TROLLEY JACK

PRICE CRASH £157.50 exc.VAT £189.00 inc.VAT WAS £227.98 inc.VAT

SAVE £38 inc.VAT

CTJ1800AB 020113202

LOW PROFILE TROLLEY JACK

PRICE CRASH £45.83 exc.VAT £55.00 inc.VAT WAS £59.98 inc.VAT

SAVE 8% inc.VAT

CTJ2250LP 020113070

HYDRAULICS | OFFER ENDS 25/03/2025 | SEE ALL 25 PRODUCTS ONLINE NOW

3 WAYS TO CLAIM YOUR DISCOUNTS

1. IN-STORE with this voucher
2. BY PHONE 0115 956 5555 Quoting barcode No.
3. ONLINE machinemart.co.uk quoting barcode No. at checkout

8 399021 801300

For Terms, Conditions and Exclusions visit machinemart.co.uk/pages/machinemartoffers

NEW CATALOGUE

500 PAGES

OVER 1400 PRICE CUTS & NEW PRODUCTS

GET YOUR FREE COPY!

- IN-STORE
- ONLINE
- PHONE

SPRING · SUMMER · CATALOGUE 2025
CALL & COLLECT SAME DAY
Machine Mart
Britain's Tools & Machinery Specialist!
SUPERSTORES NATIONWIDE
OVER 15,000 Xtra PRODUCTS ONLINE
PAY Monthly FAST, EASY FINANCE
Over 1400 PRICE CUTS AND NEW PRODUCTS

0844 880 1265

GARAGES/WORKSHOPS

- Extra tough triple layer cover
- Heavy duty steel tubing
- Ratchet tight tensioning

BRIGHT WHITE INTERIOR

LENGTH UP TO 40'

ZIP CLOSE DOOR

Model	Dims	Order Code	exc.VAT	WAS inc.VAT	inc.VAT
CIG81212	3.6 x 3.6 x 2.5m	140613584	£239.98	£298.80	£287.98
CIG81015	4.5 x 3 x 2.4m	140613570	£276.00	£334.80	£331.20
CIG81216	4.9 x 3.7 x 2.5m	140613574	£315.00	£382.80	£378.00
CIG81020	6.1 x 3 x 2.4m	140613572	£345.00	£418.80	£414.00
CIG81220	6.1 x 3.7 x 2.5m	140613576	£385.00	£466.80	£462.00
CIG81224	7.3 x 3.7 x 2.5m	140613578	£479.00	£586.80	£574.80
CIG1432	9.7x4.3x3.65m	140613594	£1079.00	£1318.80	£1294.80
CIG1640	12x4.9x4.3m	140613596	£2398.00	£3118.80	£2877.60

CIG81220

KEEPS THE WEATHER OUT!

PRICE CUT NOW FROM £239.98 exc.VAT £287.98 inc.VAT WAS £298.80 inc.VAT

MICRO JUMPSTARTS

FROM £49.98 exc.VAT £59.98 inc.VAT

JSM1200

Model	Start Boost	Peak Boost	Order Code	exc.VAT	inc.VAT
JSM600	300A	600A	010319020	£49.98	£59.98
JSM1000	500A	1000A	010319025	£59.98	£71.98
JSM1200	600A	1200A	010319030	£69.98	£83.98

BOTTLE JACK

- Tough cast iron base with screw in components
- High quality polished steel ram

5 TONNES

£24.99 exc.VAT £29.99 inc.VAT

CBJ5B 020112012

JUMP STARTS

JS1224 JS4000

EXTRA LONG 1M LEADS

BEST SELLER

FROM £96.99 exc.VAT £116.39 inc.VAT

HUGE RANGE IN STORE AND ONLINE

Model	Starts Engines up to	Peak Amps	Order Code	exc.VAT	inc.VAT
JS1100C	3L	1100	010310015	£96.99	£116.39
JS1224LiN	6L	1200	010318905	£144.99	£173.99
JS4000	6L	2200	010311030	£164.99	£197.99
JS1224	6L	2000	010311224	£179.98	£215.98

ELECTRIC HEATERS

FROM £42.99 exc.VAT £51.59 inc.VAT

BEST SELLER

DEVIL 7003

DEVIL 2850

Model	Voltage	Heat Output	Order Code	exc.VAT	inc.VAT
Devil 2850	230V	1.4-2.8kW	010415801	£42.99	£51.59
Devil 7003	230V	1.5-3kW	010415450	£64.99	£77.99
Devil 6009	400V	4.5-9kW	010416009	£124.99	£149.99
Devil 7009	400V	4.5-9kW	010415454	£149.98	£179.98
Devil 6015	400V	5-10-15kW	010416015	£184.99	£221.99

PRO TOOL CHESTS & CABINETS

SEE ONLINE FOR OUR HUGE RANGE OF TOOL STORAGE

PRICE CUT NOW FROM £149.98 exc.VAT £179.98 inc.VAT WAS £185.99 inc.VAT

	Model	Description	Order Code	exc.VAT	inc.VAT
1	CBB209C‡	9 Dr Chest	070118032	£149.98	£179.98
2	CBB217C	7 Dr Cabinet	070118057	£279.00	£334.80
3	CTC1300C	13 Dr Combi	070113042	£189.98	£227.98

TURBO FAN GAS HEATERS

DUAL VOLTAGE 230 & 110 VOLT IN STOCK FROM £203.98 inc.VAT

Offering low cost, efficient heating

FROM £89.98 exc.VAT £107.98 inc.VAT

LITTLE DEVIL II
SPACE HEATER

LITTLE DEVIL II

PROPANE GAS FIRED

Model	Max. Output	Order Code	exc.VAT	inc.VAT
Little Devil II	10.3kW	010416020	£89.98	£107.98
Devil 700	15kW	010410182	£114.99	£137.99
Devil 900	24.9kW	010410186	£169.98	£203.98
DEVIL 900DV	24.9kW	010411175	£169.98	£203.98
DEVIL1600DV	36.6kW	010411191	£199.00	£238.80
Devil 1600	36.6kW	010410190	£199.98	£239.98
Devil 2100	49.8kW	010410194	£259.98	£311.98

EASY WAYS TO BUY... | **CALL & COLLECT** AT STORES TODAY | **CLICK & COLLECT** OVER 10,500 LOCATIONS | **VISIT** STORES NATIONWIDE | **CALL** 0115 956 5555 | **BROWSE** machinemart.co.uk

BARNSLEY, S71 1HA	01226 732297	DEAL KENT, CT14 6BQ	01304 373434	LIVERPOOL, L3 5NF	0151 709 4484	PORTSMOUTH, PO3 5EF	02392 654777
B'HAM GT. BARR, B43 6NR	0121 358 7977	DERBY, DE1 2ED	01332 290931	LONDON CATFORD, SE6 3ND	0208 695 5684	PRESTON, PR2 6BU	01772 703263
B'HAM HAY MILLS, B25 8DA	0121 771 3433	DONCASTER, DN2 4NY	01302 245999	LONDON EDM'TON, N18 020	0208 803 0861	SHEFFIELD, S2 4HJ	0114 258 0831
BOLTON, BL3 6BD	01204 365799	DUNDEE, DD1 3ET	01382 225140	LONDON LEYTON, E10 7EB	0208 558 8284	SIDCUP, DA15 9LU	0208 3042069
BRADFORD, BD1 3BN	01274 390962	EDINBURGH, EH8 7BR	0131 659 5919	LUTON, LU4 8JS	01582 728063	SOUTHAMPTON, SO17 3SP	02380 557788
BRISTOL, BS5 9JJ	0117 935 1060	EXETER, EX2 8QG	01392 256744	MAIDSTONE, ME15 6HE	01622 769572	SOUTHEND, SS9 3JJ	01702 483742
BURTON, DE14 3QZ	01283 564708	GATESHEAD, NE8 4XA	0191 493 2520	MC CENTRAL, M8 8DU	0161 241 1851	STOKE-ON-TRENT, ST1 5EH	01782 287321
CAMBRIDGE, CB4 3HL	01223 322675	GLASGOW, G4 9EJ	0141 332 9231	MC OPENSHAW, M11 1AA	0161 223 8376	SUNDERLAND, SR2 9QF	0191 510 8773
CARDIFF, CF24 3DN	02920 465424	GLOUCESTER, GL1 4HY	01452 417948	MANSFIELD, NG19 7AR	01623 622160	SWANSEA, SA7 9AG	01792 792969
CARLISLE, CA1 2LG	01228 591666	GRIMSBY, DN32 9BD	01472 354435	MIDDLESBROUGH, TS17 6BZ	01642 677881	SWINDON, SN1 3AW	01793 491717
CHELTENHAM, GL52 2EH	01242 514402	HULL, HU9 1EG	01482 223161	NORWICH, NR2 4LZ	01603 766402	TWICKENHAM, TW1 4AW	0208 892 9117
CHESTER, CH1 3EY	01244 311258	ILFORD, IG2 7HU	0208 518 4286	NORTHAMPTON, NN5 5JW	01604 267840	WARRINGTON, WA2 8JP	01925 630937
COLCHESTER, CO1 1RE	01206 762831	IPSWICH, IP1 1UZ	01473 221253	NOTTINGHAM, NG1 1GN	0115 956 1811	WIGAN, WN5 9AU	01942 323785
COVENTRY, CV1 1HT	02476 224227	LEEDS, LS4 2AS	0113 231 0400	PETERBOROUGH, PE1 2PE	01733 311770	WOLVERHAMPTON, WV4 6EL	01902 494186
CROYDON, CR2 6EU	0208 763 0640	LEICESTER, LE4 6PN	0116 261 0688	PLYMOUTH, PL4 9HY	01752 254050	WORCESTER, WR1 1JZ	01905 723451
DARLINGTON, DL1 1RB	01325 380841	LINCOLN, LN5 8HG	01522 543036	POOLE, BH14 9HT	01202 717913		

Calls to the catalogue request number cost 7p per minute plus your telephone company's network access charge. Calls may be monitored. All prices correct at time of going to press. We reserve the right to change products and prices. All products subject to availability, E&OE.

NEW PRODUCT

70mai Omni Rotating Dash Cam

Price: £268 **Contact:** *amazon.co.uk*

IF you are looking for an innovative dash cam, the new 70mai 4K Omni really is revolutionary, because it rotates to give the best view of any incidents.

Working in the same way as the latest CCTV cameras on buildings, the 360-degree dash cam spins horizontally while the car is parked, using AI tech to identify and track people and vehicles that get close. It will then start recording, ready to capture any potential bumps, criminal activity or vandalism that may occur.

With an optional 4G mobile data connection kit fitted, the Omni will then send the owner an alert and let them see live footage from the car on their smartphone. It also has a tracking function, so the owner can see where the car is at any time.

For safety reasons the camera remains fixed while driving, but it is still a top-spec dash cam, with 4K-quality footage from the front at 60 frames per second, the best currently on the market. However, the optional rear camera is only available with lower-resolution 1080P quality.

Footage from the front camera will gobble up storage space quickly, so the Omni can accept SD memory cards of up to 512GB to ensure you won't overwrite crucial footage too quickly. If you want to protect a file, you can command the camera to do so using voice activation.

The new Omni is available from Amazon or the 70mai website, with prices starting at £268 for the single 4K Omni, or £389 for a package also including the rear cam, a 256GB memory card and a hard-wiring kit.

VERSATILE Omni remains forward facing when the car is being driven, but rotates through 360 degrees when the vehicle is parked

FIRST TEST

Car Cover Shop Half Cover

Price: £79 **Rating:** ★★★★☆
Contact: *carcovershop.co.uk*

IF you don't have access to a garage and have to leave your car outside, it will have to face all that the British weather can throw at it. Your pride and joy will also be at risk from bird droppings, tree sap and falling leaves, which will be especially harmful to a convertible's fabric roof, which can cost thousands to replace.

A cover might not be practical for drivers who use their car frequently, but it can provide extra protection if the car will be parked up for longer than a few days. Half covers are an even better compromise, because they protect the vulnerable roof and keep the interior shaded, but are far easier to fit and remove.

Car Cover Shop's half cover is from its Waterproof & Breathable range and is an improved version of the product the firm has been selling for nearly 20 years. It has three layers of neoprene fabric that work like a posh anorak, by stopping water from reaching the car but allowing moisture out. This means it can go on a wet car and will still allow a damp fabric hood on a convertible to dry naturally.

Fitting is easy, with soft-fabric wing mirror 'pockets' providing protection. Once you are happy with the placement, long elastic straps stretch to go under the bumpers at both ends of the car, providing a secure fit.

We tried the smallest XS size (which costs £79) on an MG TF with a damp fabric roof. One week later, the hood was dry under the cover even after heavy rain. We would suggest going up a size for anything but the smallest cars, though, because the cover didn't quite mask the entire roof and windscreen area.

MARKETPLACE

1500A
ULTRA BOOST
RING

DESIGNED TESTED & SUPPORTED IN THE UK

RING®

ULTRA BOOST

LITHIUM JUMP STARTERS

Start completely flat batteries, safely and quickly.

Boost function
To start seriously depleted batteries

Ringintelligence technology
To keep users safe and protect vehicles

Rapid recharge
Ready for next time

Better by design
Lock 'n' load intelligent clamps for easy use

Get going when it matters.

START IT WITH RING

Available at: amazon Argos

Or buy direct from
shop.ringautomotive.com

SAFER, BETTER DRIVING

/ringautomotive   www.ringautomotive.com

SAFE CONNECT
In-built safety features

Ringtelligence technology®

Elite Registrations

OPEN: MON-FRI 9AM-7PM, SAT 9AM-5PM, SUN 10AM-4PM

Tel: 01380 818181   elitereg.co.uk

All registrations are offered on a first come, first served basis. All are subject to VAT and the £80 Dept. for Transport transfer fee. Prices may fluctuate. See website for full terms. We have been trading for over 50 years. THOUSANDS MORE AVAILABLE. Write: P.O.Box 100, Devizes, SN10 4TE

REGISTRATIONS URGENTLY WANTED FOR IMMEDIATE PURCHASE

534 AAL	£1200
AAN 677	£1300
AB 5933	£7300
W16 ACE	£1200
A24 ACE	£1400
T2 ADD	£1400
A9 ADD	£1600
D26 ADM	£1300
F26 ADM	£1200
D21 ADY	£1200
E3 AGA	£1200
H25 AJB	£1400
H18 AJM	£1200
A24 AJS	£1300
P1 AKM	£1500
N6 ALA	£1500
X66 ALF	£1300
G26 AMA	£1300
A25 AMM	£1500
A25 AMR	£1300
G25 AMS	£2500
J25 AMS	£1200
A26 AMS	£1500
H25 AMY	£1800
R31 AMY	£1700
F21 ANA	£1200
C19 ANG	£1600
L21 ANG	£1300
D24 ANG	£1500
G24 ANG	£1500
H21 ANK	£1400
D13 ANN	£3800
R15 ANN	£1900
P18 ANN	£1300
G21 ANN	£1500
L21 ANN	£1400
D22 ANN	£1600
V23 ANN	£1300
B1 APT	£1500
F11 ARA	£1400
B21 ARA	£1200
G25 ARA	£1800
A26 ARA	£1700
B26 ARB	£1400
A21 ART	£1400
B25 ART	£1300
C25 ARY	£1300
H25 ARY	£1400
H3 ASH	£4900
F25 ASH	£2300
C26 ASH	£2900
E26 ASH	£2100
K2 AST	£1400
D23 ASY	£1200
A25 AVE	£1400
D24 AVY	£2100
C9 BAC	£1200
S7 BAN	£1300
BB 1938	£3900
H26 BBS	£1300
K9 BBY	£1500
D26 BEC	£1200
A9 BEK	£1500
D21 BEL	£1400
A25 BEL	£1600
B26 BEL	£1400
E26 BEL	£1300
S15 BEN	£2600
A24 BEN	£2600
C26 BEN	£2500
S9 BET	£1400
BEV 7Y	£3100
G19 BEV	£1600
X44 BEV	£1500
BEV 91S	£1600
G26 BEX	£1200
2900 BH	£2100
6790 BH	£1800
E1 BJM	£1600
L15 BMW	£1400
B21 BMW	£1500
A22 BMW	£1400
B21 BOB	£1500
R1 BOR	£1400
5522 BP	£1800
BS 8063	£1600
BS 9787	£1900
BSS 430	£1600
N7 BUB	£1300
N1 BUD	£1300
602 CAE	£1700
D24 CAL	£1300
309 CAN	£1500
N16 CAR	£1400
B18 CAR	£1500
F21 CAR	£1500
G22 CAR	£1300
D24 CAR	£1400
A26 CAR	£1600
R3 CAS	£1500
A21 CAT	£1500
D21 CAT	£1400
E1 CAV	£1800
887 CAX	£1500
L9 CEL	£1300
CEZ 13	£1300
575 CGC	£1600
CHO 68	£2500
37 CJD	£4300
D4 CJJ	£1300
CJN 988	£1700
CJS 41	£8900
H21 CKY	£1400
A5 CLK	£1200
G26 CLO	£1200
22 CN	£11000
CN 541	£7500
C21 COL	£1600
G23 CON	£1400
D26 CON	£1400
H9 COX	£1700
L16 COX	£1400
V21 COX	£1300
C23 COX	£1400
D23 COX	£1500
A24 COX	£1500
C4 CPH	£1500
CPH 927	£2500
487 CRV	£1500
674 DA	£3700
6945 DA	£1700
X1 DAD	£2100
T2 DAD	£1400
P4 DAL	£1400
X9 DAR	£1300
C24 DAV	£1300
A25 DAY	£1400
DAZ 370	£1300
DBL 678	£1700
T2 DCS	£1300
7296 DD	£1700
A21 DDY	£1400
G21 DEB	£1600
B23 DEB	£1500
C23 DEB	£1400
E23 DEB	£1300
A24 DEB	£1600
E26 DEC	£1300
B21 DEE	£1300
G21 DEE	£1400
C23 DEE	£1300
D24 DEE	£1400
P1 DEK	£1400
A11 DEL	£3300
F21 DEL	£1200
B23 DEL	£1200
A26 DEL	£2300
A25 DEM	£1300
16 DEN	£5700
D17 DEN	£1600
M26 DEN	£1700
DES 2M	£1600
B6 DES	£1500
H9 DES	£1400
B8 DEW	£1300
DEW 18Y	£1900
G1 DEX	£1300
5229 DF	£1700
M11 DGS	£1300
DHE 706	£1300
DJ 3886	£2700
C3 DJB	£2600
D21 DJB	£1200
C21 DJM	£1200
F25 DJM	£1200
A9 DKC	£1300
J2 DMA	£1200
V1 DOC	£2100
B7 DOC	£1500
D21 DOC	£1200
A26 DOM	£1200
V11 DON	£2300
C20 DON	£1400
D22 DON	£1500
K23 DON	£1200
DON 39K	£1400
Y70 DON	£1200
1943 DP	£1900
5701 DP	£1700
DS 5932	£1200
DS 7013	£1300
DS 7975	£1500
DSK 334	£1400
E6 DSP	£1400
D21 DUN	£1300
J21 DUN	£1200
DV 6243	£1700
S4 DXN	£1500
DYZ 911	£1700
K9 EAN	£2300
D25 EBS	£1200
887 ECG	£1200
EG 8945	£1800
8713 EH	£1400
D25 ELL	£1200
H25 ELN	£1300
D21 EMA	£1300
E23 EMA	£1200
A24 EMA	£1300
B25 ENN	£1500
W1 EPC	£1300
939 EPF	£1200
H25 ERB	£1300
B26 ERT	£1300
V21 ERY	£2900
W1 ESH	£1300
P5 ETA	£1200
P7 EVE	£1500
A21 EVE	£1400
C21 EVE	£1200
EVE 213	£2100
F21 FAY	£1400
36 FAY	£5300
9571 FH	£1600
FMZ 911	£1700
FO 6529	£1200
290 FOR	£1600
R22 FOX	£1700
A23 FOX	£1500
FR 301	£5200
FR 9034	£2200
FSR 47	£3100
FT 54	£9100
J1 GBS	£2500
GC 3809	£2700
GEC 7	£5300
C25 GEE	£1200
D25 GEE	£1400
E26 GEE	£1200
G26 GEE	£1300
C8 GEF	£1500
C26 GEM	£1500
G21 GER	£1200
C24 GER	£1300
H26 GER	£1200
GIL 430	£1400
GK 776	£5600
GM 6618	£2800
GP 3090	£3500
F3 GRA	£1400
J8 GSW	£1400
N1 GUS	£3800
J11 GUY	£1300
A22 GUY	£1300
J1 HAL	£1700
B25 HAR	£1700
S17 HAY	£1300
HB 7366	£2500
250 HD	£6300
H4 HES	£1500
N6 HEV	£1500
V3 HMC	£1300
C9 HOC	£1700
S9 HOE	£2500
H25 HOL	£1500
A26 HOL	£1300
B26 HOL	£1400
E26 HOL	£1300
59 HP	£12500
31 HT	£13000
H5 HUT	£1200
H2 JAB	£1700
H21 JAC	£1500
D23 JAC	£1300
L7 JAD	£1600
E15 JAG	£1700
A24 JAG	£1300
X24 JAG	£2600
W27 JAG	£1200
V44 JAG	£1400
N99 JAG	£1300
G19 JAK	£1400
D21 JAK	£1300
H21 JAK	£1300
A22 JAK	£1300
P23 JAK	£1300
N4 JAL	£1200
C21 JAN	£1700
D21 JAN	£1800
G21 JAN	£1700
Y22 JAN	£1400
K30 JAN	£1500
B44 JAN	£1700
T66 JAN	£1700
B92 JAN	£1300
E19 JAS	£1300
C21 JAS	£1400
D21 JAS	£1400
A24 JAS	£1400
C22 JAY	£1300
D23 JAY	£1500
G24 JAY	£1200
JB 1931	£3800
JB 3995	£3600
W1 JCC	£1600
A18 JCK	£1500
JDJ 256	£1200
J4 JDM	£1500
F21 JEF	£1300
70 JEF	£4500
E21 JEN	£1800
A22 JES	£1300
JF 1581	£3300
JG 5102	£3100
JIB 181	£1500
JM 1808	£2900
JM 8099	£2700
C23 JMC	£1400
L29 JMC	£1300
64 JMD	£4600
W9 JMP	£1300
L2 JMW	£1500
B17 JOE	£1700
D24 JOE	£1500
E24 JOE	£1400
E21 JON	£1500
H21 JON	£1400
A23 JON	£1400
D24 JON	£1300
910 JTT	£1500
JV 9527	£1700
590 JWC	£1800
N6 KAR	£1300
C21 KAY	£1400
H21 KAY	£1300
A24 KAY	£1400
KAZ 663	£1200
KDN 563	£1200
KEC 125	£1300
C21 KEL	£1400
A22 KEN	£1400
A21 KER	£1400
Y12 KEV	£1400
G21 KEV	£1400
A24 KEV	£1400
K80 KEV	£1300
B3 KEW	£1300
W8 KJH	£1600
V3 KJP	£1500
7495 KK	£2300
444 KL	£6700
710 KM	£3900
5438 KP	£1500
1306 KR	£1600
R6 KTY	£1500
LAC 3B	£1900
C25 LAN	£1500
A25 LAU	£1400
E21 LAW	£1300
G21 LAW	£1400
D24 LAW	£1400
J24 LAW	£1400
S66 LAW	£1600
A24 LEC	£1800
E21 LEE	£1500
G21 LEE	£1500
D22 LEE	£1400
A24 LEE	£1600
Y1 LEN	£2100
N5 LEN	£1800
G23 LEN	£1600
E24 LEN	£1600
V31 LEN	£1300
F21 LER	£1400
R2 LES	£1800
P5 LES	£1600
N12 LES	£1600
E21 LES	£1400
H21 LES	£1300
G24 LES	£1500
S28 LES	£1300
A12 LEW	£1400
A25 LLA	£1300
847 LOR	£2700
A26 LOU	£1700
P31 LOU	£1500
G21 LOW	£1600
LRT 657	£1900
7785 LV	£1500
A21 LYN	£2100
B21 LYN	£1300
C21 LYN	£1800
D21 LYN	£1600
F21 LYN	£1700
H21 LYN	£1300
G23 LYN	£1500
R7 MAB	£1600
N23 MAC	£1500
R23 MAD	£1300
A25 MAD	£1600
C25 MAD	£1500
D26 MAD	£1500
C20 MAL	£1500
D21 MAL	£1300
L6 MAT	£2800
C15 MAT	£1900
B23 MAT	£1600
E23 MAT	£1300
W10 MAX	£2700
D21 MAX	£1700
H21 MAX	£1600
B11 MAY	£1400
D21 MAY	£1300
G21 MAY	£1300
A24 MAY	£1400
MB 517	£10500
A21 MCA	£1300
S111 MCA	£1300
7780 MD	£2500
MDW 855	£1800
H26 MEG	£1400
D21 MEL	£1700
G23 MEL	£1700
A24 MET	£1400
2006 MG	£2500
R1 MGF	£1500
7094 MH	£2500
D21 MJB	£1300
F11 MJC	£1500
S19 MJC	£1300
A25 MJC	£1400
1333 ML	£2700
MMW 157	£1600
S28 MMY	£3100
185 MOE	£1400
C9 MOT	£1500
N9 MOT	£1300
MR 479	£6500
7981 MT	£2100
681 MW	£6900
J50 NAS	£1700
H21 NAT	£1400
D9 NJC	£1500
E5 NKY	£1500
NN 7271	£2600
C26 NON	£1500
340 NOR	£1900
J5 OAN	£2100
A25 OME	£1300
N2 PAM	£1300
H8 PAM	£1400
F11 PAM	£1400
PAM 73R	£1300
N1 PAT	£2700
K8 PAT	£1900
R9 PAT	£1900
C18 PAT	£1300
M19 PAT	£1500
P19 PAT	£1700
J28 PAT	£1400
T3 PAX	£1300
R2 PAY	£1300
9214 PE	£1500
A25 PEN	£1500
908 PF	£3300
5173 PG	£1200
8663 PG	£1300
PGW 23	£3500
PGW 234	£2500
9804 PJ	£1300
9481 PK	£1400
9799 PL	£1500
PM 527	£8700
C7 PMW	£1300
5085 PP	£1300
6525 PP	£1400
N1 PRG	£1500
PRU 684	£1400
N3 PSM	£1300
1368 R	£4500
K14 RAY	£1500
D18 RAY	£1700
A24 RAY	£1300
B24 RAY	£1600
M50 RAY	£1400
RAY 76W	£1500
561 RBF	£1500
RD 4041	£2300
31 RE	£11000
675 RE	£4100
907 RE	£3700
RE 1896	£1700
5304 RE	£1500
F25 RED	£2300
C1 REP	£1700
845 RHA	£1200
RIA 65	£4300
RJ 951	£7300
T9 RJP	£1600
B4 RJT	£1300
L1 RKS	£1700
RL 7024	£2900
A11 RLD	£1300
RM 9559	£3600
RM 9807	£3100
K21 ROB	£1400
J23 ROB	£1400
A24 ROB	£1500
ROD 847	£1400
ROG 30R	£3700
RON 49Y	£1600
RON 242	£2100
RON 853	£1700
W1 ROS	£3500
A21 ROS	£1400
ROY 8W	£3100
M12 ROY	£1500
F19 ROY	£1300
A21 ROY	£1600
ROY 674	£1800
B26 RTY	£1300
H26 RTY	£1500
677 RU	£1800
809 RU	£1600
S8 RUN	£1500
C21 RUS	£1500
B23 RUS	£1400
4018 RW	£1900
5321 RW	£2100
N5 RWM	£1300
C24 SAM	£2100
H25 SAM	£2200
A26 SAM	£3300
E26 SAM	£1800
F26 SAM	£1900
SAM 33S	£4300
B3 SAN	£2500
B11 SAN	£1500
H24 SAR	£1300
C26 SAR	£1400
B24 SAS	£1500
123 SBE	£1500
W6 SCB	£1500
A1 SFB	£2500
R23 SHA	£2300
H26 SHA	£1400
A21 SHE	£1600
X5 SHR	£1300
A25 SHR	£1500
H26 SJM	£1300
SJM 28S	£1600
S1 SKW	£1400
SLK 1E	£3300
G7 SLK	£2300
V21 SLK	£1300
SP 2566	£3700
T3 SPY	£1500
E25 SRA	£1400
X3 SRC	£1500
A25 SSS	£1300
ST 8438	£3200
STR 1N	£3100
C11 STU	£2300
J17 STU	£1700
D41 STU	£1500
STY 15	£2900
A24 SUE	£1700
F24 SUE	£1300
SUE 59G	£1500
SUE 79W	£1600
R4 SUN	£1400
D5 TAF	£1300
H26 TCH	£1400
N1 TED	£2400
TEG 252	£1400
TER 18S	£2800
C20 TES	£1800
A25 TOM	£2200
C26 TOM	£1900
B25 TON	£1400
5316 TR	£1500
TRU 92	£2500
TRW 164	£1600
TS 5840	£2500
X50 TVR	£3300
TWP 941	£1600
UN 1444	£1300
S3 VAL	£2600
W5 VAL	£1500
263 VAL	£1600
E23 VAN	£1500
VE 6787	£1900
C26 VEN	£1400
386 VY	£2000
615 WAR	£1900
WC 77	£9300
1947 WD	£1600
16 WE	£11000
B21 WEB	£1300
G25 WEB	£1500
A26 WEB	£1500
C26 WEB	£1500
D26 WEB	£1400
G26 WEB	£1400
WG 3646	£1300
WIL 780	£1300
S1 WJH	£1300
W2 WRX	£1300
84 WS	£14500
WS 950	£7500
WSD 913	£1300
YB 2063	£2900

NEW PRODUCT

NightSearcher Tracker 1000ZM

Price: £32 **Rating:** ★★★★☆
Contact: *nightsearcher.co.uk*

DESPITE weighing just 200g, there's a really solid feel to this aluminium-bodied design, and its IK07 impact rating is no surprise. It is also rated IP54 for dust and moisture protection – slightly down on its rival here.

There's a threaded collar that protects the USB-C charge port, although we'd have liked more than a single LED battery state and charge indicator.

Usefully, it comes with an adaptor for AAA batteries, and the power button is on the base. However, the NightSearcher does revert to the maximum 1,000-lumen mode each time it's turned on, forcing you to tab through two lower power options. There are also flashing and SOS settings.

The torch delivers a super-bright white beam, which can be adjusted from zoom to spot. The beam is wider than the Draper's for lighting spaces and was brighter in the distance tests. Less good is the cylindrical design, which rolls easily when placed under the bonnet.

Tracker 1000ZM

TESTED Rechargeable torches

Rechargeable torches are brighter and longer lasting than ever before. So which of our two contenders should you spend your hard-earned on?

Kim Adams

THE days of reaching for the glovebox torch only to find the batteries dead and covered in white 'fur' are long gone, thanks to rechargeable tech. Not only do the latest lithium-ion batteries retain their charge longer, they can be revived via the car's 12V or USB socket. LEDs also deliver previously unheard-of levels of light.

NightSearcher has just launched a new contender – the Tracker 1000ZM – and we put it up against the four-star, similarly priced Draper Wireless/USB Rechargeable Hand Torch from our 2024 test to assess it. We tried both in the workshop, under a car bonnet and outdoors, plus took into account extras, power modes, protection, runtime and warranty before factoring in price.

This pair were very closely matched, but the new NightSearcher is our pick for distance work and lighting large spaces, while the Draper is better for under-bonnet work because its square shape makes it easier to place.

Draper Wireless/USB Rechargeable Hand Torch

Price: £35.64 **Rating:** ★★★★☆
Contact: *drapertools.com*

NO wonder these were hard to split. They cost within a few pounds of each other, there's just a few grammes in their weight, and millimetres in length. They both have a 1,000-lumens output, too, although the Draper's beam can't be adjusted, while the NightSearcher's can.

The Draper's squared-off casing makes it less prone to rolling. The aluminium, nylon and soft-compound construction is also easier to grip with oily hands. Other plus points include a three-LED battery-state indicator, higher dust and moisture ratings, and the base-mounted power switch, which turns on the torch at the last of the four power levels used.

The Draper might give best in the beam tests, but it's user-friendly with some neat touches.

BLUETOOTH

Carly Universal Scanner

AUTO EXPRESS BEST BUY 2025

Price: From £54 per year (single brand)
Rating: ★★★★★ **Contact:** *mycarly.com*

CARLY'S subscription model includes an easy-to-use app and more features than any scanner here – you can check the VIN, automatically scan for mileage discrepancies, and even get help diagnosing what each fault code might mean.

Scanning takes a little while, and the pricing is brand-determined, too – although if you're a car collector or simply using it across a whole family's worth of vehicles, you can get a multi-brand subscription. The unit is much pricier than others here, but the features make it worth it.

CARLY
THE GOOD DRIVE

WIRED

Topdon Artilink400

AUTO EXPRESS BEST BUY 2025

Price: £38.99 **Rating:** ★★★★★
Contact: *topdon.com*

THE Topdon makes the other wired units here look rather old-fashioned. It's nice to have thoughtful touches such as the extra-long cable and the LED in the plug to help find the OBD port, but the real draw is the full set of buttons and large, clear, colour screen.

The Artilink400 gives as much detail as some of the smartphone apps, but does so without the fuss of a Bluetooth connection. It feels solid and the interface is easy to navigate – it's definitely the best of the wired units here.

TOPDON
Artilink400
OK

OBD READERS

What's the best reader to analyse your car's ECU?

Tom Wiltshire

NOBODY likes seeing a warning light on their dashboard, and it's even worse if you don't know what it means. But most cars keep a record of any malfunction in their onboard computer, and you can interrogate the system if you have a neat bit of equipment known as an OBD reader.

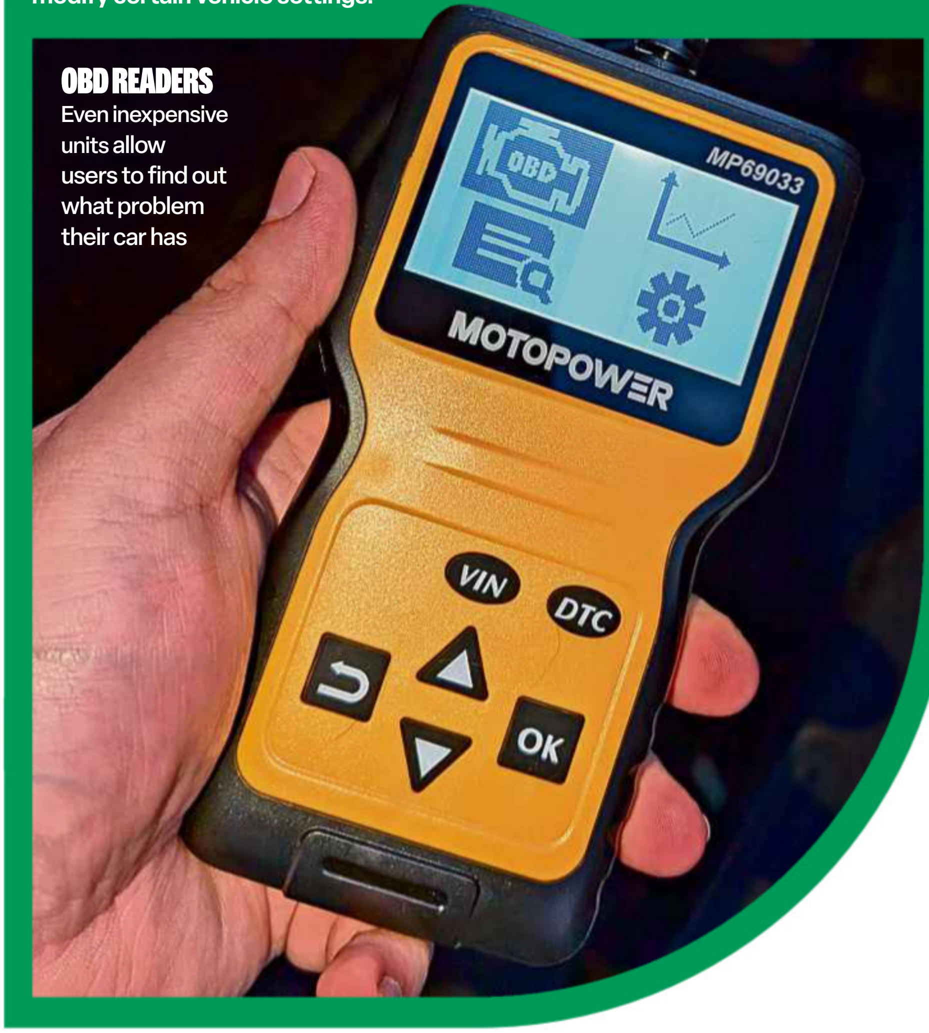
OBD stands for On Board Diagnostic, and an OBD reader plugs into a standardised socket to help you find out what fault codes have been raised. DIY readers are more limited than the equivalent professional kit, but they can pay for themselves by pinpointing an engine fault.

Most readers can also check the VIN code etched into the car's electronics – useful for cross-checking a car you're thinking of buying – and some have the ability to clear service reminders or modify certain vehicle settings.

How we tested

WE assessed eight OBD readers, five of which were wired and three that were wireless – and plugged them into a couple of cars of different ages, including a 2012 Alfa Romeo and a 2008 Audi A4, both with known faults and active warning lights. Wireless readers were connected via Bluetooth to an Android phone running the manufacturer's recommended app.

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive



OBD READERS
Even inexpensive units allow users to find out what problem their car has

Motopower MP69033

Price: £22 **Rating:** ★★★★☆
Contact: *motopowers.com*

AUTO EXPRESS RECOMMENDED 2025

SIMPLER than the Topdon but still fully featured, the unit from Motopower has more buttons than the cheaper options, which makes it easier to navigate menus. Shortcut buttons to check a VIN or view codes without having to dive through lists of functions are a nice touch, and the screen is clear, albeit monochrome.

The long cable means you shouldn't have to stoop in the footwell, but it's a chunkier unit, which makes it not as easy to sling into a glovebox or toolkit.

MOTOPOWER
VIN
DTC
OK

Sarini OBD2 Scanner

Price: £11.99 **Rating:** ★★★★☆
Contact: *amazon.co.uk*

A VERY basic unit, but it does the trick, and at this price, you can't really moan. Its display is larger than those of the other cheap readers here, although it's still awkward to navigate the interface when you have just two buttons to do it with.

The cable is very short and the plug very bulky, so it's quite awkward for ports in tight locations. But it's so compact and so cheap that it's almost a no-brainer to just go ahead and buy one, storing it away in your toolbox as a handy back-up if the need arises.

OBDII/EOBD
ENTER /Exit
SCROLL

OBDEleven

Price: £49.59 **Rating** ★★★⯪☆
Contact: *obdeleven.com*

THE OBDEleven dongle allows for the same basic functions as the rest of the units here, with the ability to read and diagnose engine faults, as well as offering other basic tools from within the easy-to-use OBDEleven app.

If you own a VW Group car, however, you can purchase either individual 'credits', or a rolling subscription plan that allows you to dive deep into the code and customise things such as the car's lighting. Fantastic if you're a modding enthusiast, though a bit overkill if you just want a diagnostic dongle.

AutoXS OBDII Tool

Price: Around £13 **Rating:** ★★★⯪☆
Contact: *aldi.co.uk*

ALDI'S own brand unit is dirt-cheap and as simple as they come. With just two buttons to work it, you probably won't want to use this for anything more than the basics. But it's so cheap that it could well be an impulse purchase – it'll certainly pay for itself more than once if you avoid even the most basic diagnostic fee from a garage.

The cable is very short, so you will probably need to hunch over in the car's footwell to read the small screen. But on the flip side, the unit itself is very compact, so storage should be pretty painless.

OBDII Scan Tool
ENTER
SCROLL
AUTO XS

MMOBIEL Scanner Bluetooth Mini

Price: £8.99 **Rating:** ★★★☆☆
Contact: *mmobiel.com*

THIS was the cheapest wireless dongle we could find online – and it's not half bad. Finding a third-party app to pair with it can be frustrating because MMobiel doesn't recommend a specific one, and many we selected only had US car models listed. But the Faslink X app we settled on worked well.

We found the Bluetooth connection a bit spotty and we had to be sitting in the car, with the app up on our screens for it to work. Scanning can take a while, which is tedious.

MMOBIEL
Wireless Interface

Laser 7728

Price: £53.74 **Rating:** ★★☆☆☆
Contact: *lasertools.co.uk*

THIS scanner works just as well as the AutoXS one - in fact, they feature the same bodies, software and interface.

But while the Laser version has an attractive finish, it also happens to be four times more expensive than the AutoXS. This makes it very difficult to recommend.

Verdict

THE Carly Universal Scanner and app are far pricier than the other units here, but go above and beyond with features. If you have a fleet of old cars, it's worth it.

If your needs are more modest and you're happy with a wired unit, the Topdon Artilink400 is full-featured and works superbly, while the Motopower MP69033 is inexpensive and easy to use.

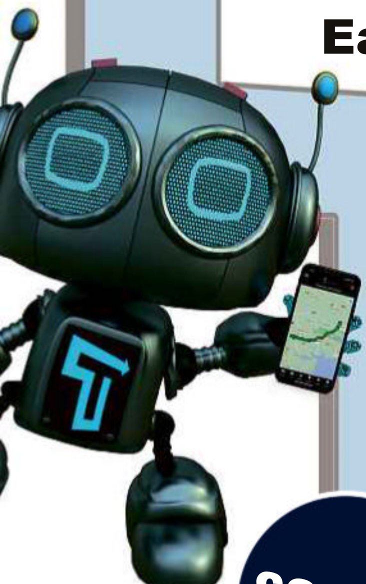
TruTrak Pro

Tracking Solutions

Trutrak GPS Trackers at Unbeatable Prices!

www.trutrak.co.uk

Limited-Time Spring Deals - Don't Miss Out!



Easy Self-install

No Contract

Pay As You Go

£84.99 %

GV57 + Tags GPS Tracking Device

The GV57 is a 4G tracker with two BLE tags. If your vehicle moves without a tag within 3 meters, you'll get a phone alert, helping prevent key cloning and theft.

For three years running, we have been identified as having 5 star trackers, app website and customer support by What Car? Magazine. ***We are very proud to be the winners again in August of 2024!***

GAT24 GPS Tracking Device

The GAT24 is a rechargeable, magnetic GPS tracker with 4G connectivity. Perfect for hiding under or inside your vehicle

£14.99 %

FMT200 GPS Tracking Device

The FMT200 is a highly accurate 4G tracker designed to be installed on your car battery. Just loosen the battery terminals and connect the GPS tracking device.

£2.99 %

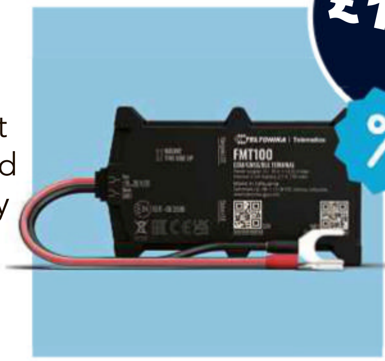
GAT23 GPS Tracking Device

TruTrak Pro GAT23 4G GPS Tracker is a fully integrated, magnetic and self contained unit which is small enough to be hidden out of sight.

£12.99 %

FMT100 GPS Tracking Device

The FMT100 is our most popular wired tracker and won 'What Car' best buy tracker in 2023. Installation is straight forward.



£19.99 %

Auto Express BEST BUY 2024

WHAT CAR? 2024 Best GPS tracker WINNER 5/5

WHAT CAR? 2023 Best GPS tracker WINNER 5/5

AUTOCAR 2023 Best buy Winner 5 Stars

WHAT CAR? 2022 Best GPS tracker WINNER 5/5

WHAT CAR? BEST BUY GPS TRACKERS

Contact us **01206 482524** • **sales@trutrak.co.uk**

98 **DRIVER POWER SKODA KAMIQ**
Your views on roomy SUV

100 **BUYER'S GUIDE HYUNDAI BAYON**
Practical and well equipped

102 **TOP 10 BEST AUDIS**
Our four-ringed favourites

BUYING CARS

WHY AI WRITING JUST DOESN'T AD UP

ALEX INGRAM

Auto Express's chief reviewer gives his expert insight on the growing use of AI to write nonsensical used-car ads

> **"IT'S ONE THING FOR A PRIVATE SELLER OF A USED CAR TO TURN TO AI, BUT I REALLY START TO WORRY WHEN A DEALER DOES IT"**

AI: the two most overhyped letters in the alphabet right now. Which, given my initials, is a bit of a shame.

You'll find those two letters applied to anything and everything. Whether it's "AI-enhanced" toasters or toothbrushes, there will always be a marketing team looking to hop onto the bandwagon.

Look beyond this, however, and AI has the potential to be transformative in areas such as healthcare, agriculture and transport.

But for all its undoubted potential, I've yet to see AI write a decent classified car listing.

For example, I asked ChatGPT to write an advert for an imaginary 2015 MINI Cooper S Cabrio, in red. It took just seconds to knock out 150 words or so, opening with:

"Hit the road in style with this stunning 2015 MINI Cooper S Cabriolet! Finished in a vibrant red, this car combines sleek design with impressive performance, offering a fun and dynamic driving experience."

None of the above tells me anything of substance. It's just pointless fluff.

What worried me more than its vapid opening, however, was that it went on to make assumptions about the car that I didn't tell it to write. It claimed that the MINI came with a "full service history" and is in "impeccable condition". So, don't worry if your car has a timing chain that rattles like a bucket of irked snakes, AI will assure buyers that everything is fine.

It's one thing for a private seller to turn to AI – I completely understand that those who don't know or care much about cars might ask for a little help to write an ad – but I really worry when a dealer does it. If the salesperson doesn't care enough to set aside a few minutes to write a clear, concise and honest ad, then how much care have they taken to prepare the rest of the car?

But if you're struggling to write an ad yourself, I can offer some advice. When you're selling a car to enthusiasts, a well written listing should help the reader learn more about that model's back story, the condition it's in, and even why you plan to move the car on. This is all great insight into how well the previous owner has cared for it. If the car isn't a particularly special model – just a means of getting from A to B – then most prospective buyers would rather that the advert just gets to the point. How many owners has it had, how much MoT is left, is there anything on the car that needs fixing or any maintenance issues?

My advice: if you see an ad that looks suspiciously AI-written, look elsewhere.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

Richard Dredge

The smallest member of Skoda's SUV family is a little bigger than its SEAT Arona and Volkswagen T-Cross stablemates, so it'll come as no surprise that owners' practicality ratings are generally higher than in other areas. There's a remarkable fourth place for rear legroom, and the Kamiq manages 27th position for boot space, as well as receiving similar scores for cabin storage (29th) and seat versatility (28th).

Satisfaction with economy and servicing costs is high, at fourth and second overall, but owners aren't so keen on the cost of insurance (37th). However, when we look at the MPG and running costs category as a whole, the Kamiq is rated in fifth place, which is pretty good going.

When it comes to the driving experience, though, the Kamiq doesn't excel, with all elements featuring in the bottom half of the table. The ride quality and steering responsiveness get the best score (27th), while the worst is for driving pleasure (46th). The handling is ranked 32nd, with braking response and smoothness one place behind.

MPG AND RUNNING COSTS

YOU SAID "I usually average 50mpg on a tankful, but I can get over 60mpg on a long journey. The running costs are very manageable, as they're not too expensive."

POSITION 40th Skoda Kam

USED PRICES FROM: £10,000 **YEARS:** 2019 to present **CO$_2$:** 116-150g/km **FUEL ECONOMY:** 42-48mpg (1.0 TSI 115)

RIDE AND HANDLING

YOU SAID "The ride quality is a little bit fidgety over bumpy roads, but my Kamiq glides along the rest of the time. I owned a succession of Jaguars and the ride quality of those wasn't usually much better than my Skoda's!"

INTERIOR AND COMFORT

YOU SAID "I've had the car for three years and the inside still feels as nice as on the first drive. The seats are comfy, as is the driving position. The quality doesn't feel like much of a step down from my previous BMW."

"I don't think there is anything to improve with the car. It's great and we are very pleased with it."

"It costs me £150 each month to drive a nice-looking, safe, comfy and reliable car. Top banana!"

"The hi-fi's sound quality is good, but it's incompatible with my iPod Touch, so I've had to buy a USB stick."

WHAT DO YOU LIKE?

"Impressive passenger and boot space. There's usually two of us, but it can cope with five, which is amazing."

"Some of the interior could be plusher, but everything fits well and works easily, including the key buttons."

"It fits into my 1980s garage, unlike just about every other car in this market segment, because they're too wide."

"It's hard to distinguish the interior quality and ride comfort from more expensive vehicles."

WHAT DON'T YOU LIKE?

"I knew the boot was smaller than my Octavia's, but it really is small. I can't even fit in two full-size cases."

"The stereo and nav should be controlled through the screen, but the heating and ventilation shouldn't."

"I've had problems that should have been dealt with quickly, but 18 months later they're still unresolved."

"The engine has an intermittent knocking sound that's getting worse. The dealer says it's normal."

iq Mk1

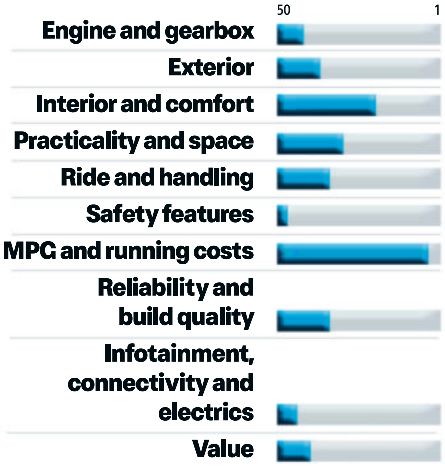
BEST OPTIONS: Spare wheel, heated front seats

85.83%

OVERALL SCORE

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better

CATEGORIES **YOUR RATINGS**



PRACTICALITY AND SPACE

YOU SAID "There is exceptional interior space relative to the car's dimensions. I've had people in the back seats who are six feet tall, and they were comfortable with no complaints. There's also a good-sized boot that's nice and square, complete with a flat floor."

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning a £100 Amazon voucher

USED BUYER'S GUIDE Hyund

FROM £11,000 The practical and well equipped Bayon makes good sense as a used purchase

Richard Dredge

SMALL SUVs are all the rage, with most car makers offering one as demand has skyrocketed. Among them is the Hyundai Bayon, launched four years ago in the wake of the successful Santa Fe large SUV and its mid-sized (and also very successful) sibling, the Tucson. Selling alongside the Kona, another small SUV with a higher profile, the Bayon is one of those cars that just gets on quietly in the background, doing a great job. It's no class leader, but you don't have to dig to find plenty that appeals.

HISTORY

THE Bayon arrived in the UK in July 2021. The only engine available was a turbocharged 1.0-litre petrol unit with either 99bhp or 118bhp, and it came with mild-hybrid tech as standard.

Both versions of the engine were offered with a choice of six-speed manual or seven-speed dual-clutch automatic gearboxes.

Hyundai didn't add any extra variations on the theme before it facelifted the Bayon in June 2024. This brought LED rear and daytime running lights across the board plus a refreshed nose design, and from this point on only the 99bhp engine was available, still with manual or auto 'boxes. Hyundai also bundled in a load of extra driver-assistance systems as standard across the range.

WHICH SHOULD I BUY?

BOTH transmissions are nice enough to use, while there's similar punch from both the 99bhp and 118bhp version of the engine at low revs.

The entry-level SE Connect comes with 16-inch alloys, an eight-inch touchscreen, air-con and rear parking sensors, plus a rear-view camera. Move up to the Premium and there are 17-inch wheels, climate control, heated front seats and steering wheel, privacy glass, LED headlights and wireless phone charging. The Ultimate brings Blind Spot Collision Warning, Lane Follow Assist, keyless entry and a BOSE hi-fi.

RUNNING COSTS

ALL Bayons need to be serviced every two years or 10,000 miles, whichever comes sooner, with services alternating between Minor and Major. However, while the former is priced at around £265 for hybrid models, the latter costs £422, £569 and £736 for the second, fourth and sixth services respectively.

However, once a Bayon is more than five years old, it's eligible for cut-price maintenance, with the Minor and Major services reduced to £199 and £299. These costs include fresh brake fluid every two years, while there is no cambelt to replace because the Hyundai's engines are chain-driven.

Insurance groups range from 13-18, while all Bayons cost less than £40,000, so there's no expensive new car supplement for you to worry about; road tax is charged at £195 per year across the board.

PRICES

THE oldest Bayons are on a 21-plate. Buy one of these with 50,000 miles on the clock and you can pay as little as £11,000 for it, but few of these cars are priced below £12,000. Spend £15,000 and you can secure a 23-plate Bayon Premium with 10,000 miles on the clock, or a 71-plate Premium auto that's done around 25,000 miles.

There's an even split between manuals and autos on the used market. The latter carried a £1,250 premium at launch and you'll still pay around £1,000 extra to buy an auto compared with an equivalent manual.

The mid-range Premium trim accounts for about half of the cars available, with SE Connect and Ultimate making up a quarter each.

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

ON THE ROAD
Bayon is no entertainer on the open road, but comes into its own around town

CHECKLIST

ON THE PULL

The Bayon is cleared to tow up to 1,110kg, which isn't bad for such a small car. The unbraked weight is limited to just 450kg, though.

GOING SPARE

Because all Bayons come with mild-hybrid tech, they have a battery under the boot floor where a spare wheel would go – so there's no space for one.

RECALLS

SINCE the Bayon arrived in July 2021, Hyundai has issued no fewer than 33 recalls across its wider model range, but none for the Bayon, which is impressive for a car packed with so much tech.

Among those recalls issued were campaigns for faulty driveshafts (Ioniq 5, Ioniq 6), electrical short circuits (Kona, Santa Fe), airbag glitches (Tucson), and problematic brake servos (i30, Kona).

Other problems that have cropped up include faulty seatbelt pre-tensioners (i10, i30, Santa Fe), and fuel tank leaks (Santa Fe). The Santa Fe could also suffer from problems with the anti-lock brake control unit and the liquid crystal panel used for the instrumentation.

ALTERNATIVES

THIS is a busy segment, with a lot of options that are very appealing. One of our favourites is the Ford Puma, thanks to its engaging dynamics, modern cabin and practicality.

The VW Group offers the SEAT Arona, Skoda Kamiq and Volkswagen T-Cross, which have well designed dashboards, intuitive infotainment, impressive build quality and slick petrol engines. There's an in-house rival in Hyundai's very likeable Kona, which is only slightly bigger and comes with petrol, diesel, hybrid or electric powertrains.

Stellantis has several options – the Citroen C3 Aircross, Vauxhall Mokka and Peugeot 2008 – and don't overlook the Renault Captur, which is another of our favourite small SUVs.

dai Bayon Mk1

BUY THROUGH AUTO EXPRESS!
Scan the code to check out a selection of used Hyundai Bayons

INSIDE

Interior plastics could do with feeling a bit classier, but the infotainment set-up is clear and easy to use, while the manual gearbox is light and easy to shift – perfect for a town-oriented SUV

COMMON GLITCHES

There are no fault patterns yet, but electronics glitches seem to be the most common. Check the infotainment, central locking, stop-start and parking sensors.

PEACE OF MIND

The Bayon is backed by an impressive warranty that lasts for five years with no mileage limit. Buy used and you'll get the balance of this. Few used Bayons for sale have done more than 30,000 miles though.

ON THE ROAD

SMALL cars should be fun, but small SUVs rarely reward a driver, and that's how it is here.

Performance is fine, with the manual and automatic gearboxes both reasonably slick, but nothing stands out dynamically. None of the controls offer much feedback because they're so light, but that makes urban driving a breeze, with things helped by the suspension being set up for a comfortable ride rather than pin-sharp handling.

DRIVER POWER

THERE were no Hyundais in the 2024 Driver Power new-car survey, which is odd considering how popular the brand's cars are.

In the 2023 poll the Ioniq came 11th out of 75 while the Kona managed 16th.

In the 2022 survey the Kona, i10 and Ioniq all made an appearance, in fourth, 62nd and 65th respectively. There were four Hyundais in the 2021 survey, with the Kona awarded first overall.

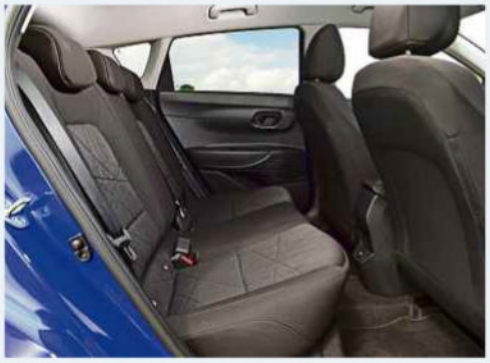
INTERIOR

THE Bayon's cabin can't compete with some of its rivals' when it comes to the quality of the plastics, but the design is good, and that's especially true of the dashboard layout, which is uncluttered and easy to understand.

From the outset all Bayons came with digital instrumentation, which looks great. And in addition to that, the infotainment system is logically designed.

This may be Hyundai's smallest SUV, but it still offers plenty of practicality, even if rear-seat space is a little tight for adults.

There are plenty of cubbyholes dotted all around the cabin, but boot capacity isn't particularly good at 334 litres, or 1,205 litres with the back seats folded down.



AEX VERDICT ★★★★☆

THE Bayon doesn't leave its rivals trailing in its wake, but of you add up all the car's pros and weigh them up against the cons, it's likeable and easy to recommend. When we pitched the Bayon against the Renault Captur and Citroen C3 Aircross in 2021, the Hyundai came last, largely because it was the most expensive of the three, and its interior quality couldn't match its rivals'. But with plenty of kit and tech along with excellent refinement, the Bayon was no duffer; and with used examples sensibly priced, this smart-looking compact Hyundai makes more sense than ever.

THE BEST AUDIS ON SALE NOW

FROM £35,685 Featuring super-stylish executive cars, hot hatches and luxury SUVs, the Audi range offers it all

A5 Prices from £42,705

1

PROS

- High-class interior
- Good rear-seat legroom
- High levels of equipment

CONS

- Price has shot up
- Rear headroom isn't great
- Boot isn't particularly big

BUY THROUGH AUTO EXPRESS!
Scan the code to check out the best new Audi A5 deals

THE Audi A4 is dead; long live the A5. The long-running saloon and Avant estate have been replaced by a new fastback and Avant, which take their names from what were previously the coupé and Sportback equivalents of the A4. Clear as mud, perhaps, but many of the A4's qualities are preserved in the new A5. As they should be, because it's a lot more costly.

The Audi A5 has arrived with a range of petrol and (unusually for today) diesel engines, but that should suit some buyers down to the ground. A plug-in hybrid is also on the way for the all-important low BiK ratings for company users.

Audi's usual high-class cabin is present, if rather festooned with screens, while taller rear-seat passengers might be hemmed in a little by the swoopy roofline.

Antony Ingram

AUDI is one of the most recognisable automotive brands in the world, with its 'Vorsprung durch Technik' slogan ('progress through technology') much more than mere marketing-speak. It's not unusual to see one of the firm's models sneak into the UK's top 10 best sellers, as the A3 family hatch did in 2023.

Today, the manufacturer offers a wide range of models, from the supermini-sized A1 hatchback to performance hatchbacks, saloons and estates, SUVs, and all-electric cars in just about every segment.

Trouble is, sifting through that lot as a buyer can be a challenge. So to help narrow down your shortlist, here we've gathered our testers' favourite models from the brand's line-up.

RS 3 Prices from £60,135

2

PROS

Five-cylinder engine
Fluid chassis
Rear diff ups engagement

CONS

Powertrain can feel clunky
Interior doesn't match price point
Bucket seats should be standard

BUY THROUGH AUTO EXPRESS!
Scan the code to view the RS 3s you can buy right now

THERE'S one big, noisy reason you might want to buy an Audi RS 3, and it's sitting behind those blacked-out four rings on the grille. Compared to a fast electric car, the RS 3's turbocharged 2.5-litre, five-cylinder engine may now seem a bit sluggish and uncouth, but no amount of fake gears or digital sounds can top Audi's hot hatch for character.

RS 3s used to be a bit one-dimensional – there was little beyond that engine to give them appeal – but today the RS 3 even handles quite nicely, with a fluidity and balance its predecessors never used to have. It's just a shame the interior – always an Audi strong point in the past – has started to go the other way, with a design and materials that don't quite match the car's punchy pricing.

RS 6 Avant Prices from £117,420

3

PROS

Awesome performance
Estate practicality
Four-wheel-drive traction

CONS

Expensive to run
Pricey option packs
Lifeless steering

BUY THROUGH AUTO EXPRESS!
Scan the code for our best deals on a new RS 6

WHILE the Audi RS 6 Avant isn't carrying the flag for cool, fast estate cars on its own, it's certainly one of the standard-bearers. The current car has been around since 2019, so it's getting on a bit, and while some alternatives are now more powerful, the RS 6 hits back by having much more character, and a more compelling soundtrack, than its hybrid and plug-in hybrid rivals.

The recent RS 6 Avant GT, resplendent in 1980s-style Audi warpaint, shows off the model at its best. It's hugely enjoyable and provides a two-way dialogue with the driver, making it interactive as well as fast – though it's also very expensive. Even the regular car is fun, though – and still practical; space in the front and rear is good, and there's a 585-litre boot.

A6 e-tron Prices from £63,305

4

PROS
Long range figures
Well put together
Steering and suspension

CONS
Tight rear-seat space
Costly high-spec models
Hard to match figures

BUY THROUGH AUTO EXPRESS!
Scan the code to view A6 e-trons on sale now

YOU can still buy a combustion Audi A6, but the e-tron is where the model's future lies. It's a long-range executive saloon much like previous A6s, but with the usual EV benefits of effortless refinement, loads of performance even low in the range, and more tech than you can shake an iPhone at.

Underneath, it's similar to Porsche's new Macan. Big batteries are a key part, with packs offering a range of 384 to 463 miles. You'll get the most miles from the larger-battery version, but this figure drops slightly if you opt for all-wheel drive. The cabin is striking and has more screens than a branch of Currys, plus the A6 drives well – with unusually good brake pedal feel for an EV.

Q6 e-tron Prices from £60,730

6

PROS
Superb brake feel
Value of base models
Interior quality and space

CONS
So-so ride and handling
Some tech irritates
Pricey top-spec variants

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great Q6 e-tron deals

THE Q6 e-tron straddles the gap between the Q4 e-tron and the old Q8 e-tron in Audi's range. The Q6 is nearly the same size as the Q8 and certainly has the range to serve as the brand's top electric SUV, with an 83kWh battery delivering 326 miles, and a 100kWh pack offering up to 392 miles.

The cabin is spacious and mostly up to Audi's usual standards of quality. You're presented with a bank of screens on the dashboard, including one for the passenger on higher-spec cars, but there are a handful of physical controls to make some functions a little simpler. Driving the car is easy, with an experience geared towards comfort, especially on the motorway.

Q3 Prices from £35,685

8

PROS
Virtual Cockpit
Extremely practical
Contemporary style

CONS
Not cheap
Less fun than a BMW X1
Clunky manual gearbox

BUY THROUGH AUTO EXPRESS!
Scan the code to find the best price on an Audi Q3

THE Audi Q3 is another long-running model, so another that the brand has had plenty of time to perfect. Not that it is a perfect car; it's closer to the end of its lifecycle than the start, which means rivals have had a chance to leapfrog its performance, economy, and equipment levels, often for less money.

The styling hits the usual Audi marks inside and out, as do the feeling of quality and the well judged infotainment interfaces that offer plenty of features without feeling clunky. The Q3 isn't as sharp to drive as a BMW X1, and while the petrol and diesel engines are effective, it lacks an electric option like the BMW to woo company users.

e-tron GT Prices from £108,710

5

PROS

Stylish looks
Strong performance
Fast charging ability

CONS

Expensive to buy
Not the most practical
Rivals offer more range

BUY THROUGH AUTO EXPRESS!
Scan the code to see our great deals on the e-tron GT

THE e-tron GT has been on sale for five years, but certainly doesn't look like it. None of Audi's subsequent EVs have been more rakish, stylish or downright desirable, even if several have since eclipsed the e-tron GT's range figures. Recent updates have bumped the GT's maximum range to a claimed 375 miles, so it's still competitive.

Co-developed with the Porsche Taycan, the e-tron GT is also good to drive. It's a little less on-edge than the Porsche, feeling more like a... well, grand tourer. Cosy rear-seat accommodation and a modest 405-litre boot mean it's not the most practical EV, but with various SUVs and the A6 e-tron in Audi's range, it doesn't really need to be.

Q7 Prices from £69,810

7

PROS

Ride comfort
Good to drive
Luxurious interior

CONS

Expensive options
Feels large on some roads
Some rivals more flexible

BUY THROUGH AUTO EXPRESS!
Scan the code if you want to buy a new Audi Q7

AUDI'S large SUV remains a compelling choice in its class, despite fresher and flashier models making for a much busier marketplace than when the original arrived nearly 20 years ago. The seven-seater pairs restrained styling with a luxurious driving feel, thanks to supple air suspension, yet surprisingly capable cornering.

The Q7's cabin is now a generation behind the latest Audis, but arguably better for it. Quality is hard to beat and the layout is intuitive. There's also no shortage of tech or space: the third-row seats are best for children, but people in the first two rows are better catered for, and there's 295 litres of boot space even in seven-seat mode.

A8 Prices from £82,815

9

PROS

Impressive kit
High-class interior
Fuel-efficient engines

CONS

S-Class is more comfy
No electric option
Anonymous styling

BUY THROUGH AUTO EXPRESS!
Scan the code to view the A8s on sale right now

ALONG with the BMW 7 Series and Mercedes S-Class, the Audi A8 is one of the 'big three' luxurious German saloons. While it lacks the BMW's sporty appeal and the 'Best Car in the World' tag often attributed to the Mercedes, it's a more understated option that misses little in terms of quality or space next to its rivals.

The one thing it's probably short of is a sense of occasion; the Merc has always felt special and the latest 7 Series is arguably even more so, but the A8 can feel a bit like a large A4 to its driver. It still behaves like a luxury car, though, with hushed powertrains and four-wheel steering that improves its manoeuvrability despite its huge size.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers. Warranty: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and widthof each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are ratedby drivers, then ranked against others onsale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,745 for vehicles emitting over 255g/km of CO_2. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

Vehicles below £40,000

Electric vehicle:	£0
Alternative fuel:	£180
Petrol/diesel:	£190

Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

Vehicles Over £40,000

Electric vehicle:	£0
Alternative fuel:	£590
Petrol/diesel:	£600

After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £345 per year.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (180) 75th Anniversario	39.2	6.7	162	35	£32195

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£41645
2.0T (280) auto Veloce	39.2	5.7	162	34	£46645
2.0T (280) auto Tributo	39.2	5.7	162	34	£50245
2.9 V6TT (520) auto Quadrifoglio	28.0	3.9	229	46	£80545

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£36575
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£41575
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29	£45175
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44175
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49175
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£52775

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£48750
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£53750
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£57350
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£88645
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£46350
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£51350
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£54950

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£67700
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£68600

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	N/A	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	N/A	£36000
52kWh (220) auto A290 GTS	226	6.4	0	N/A	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	154	44	£65490
1.8T (300) auto A110 S	40.9	4.2	156	46	£67490
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£91490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£199500

DBS - 4712x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12TT (715) auto DBS Volante	21.0	3.6	306	50	£277500

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£23810
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25760
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£24850
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£26800
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24545
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26495
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25585
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27535
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28560

Black Edition: add £1700 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£28920
1.5 (116) 30 TFSI S line	47.9	9.7	134	18	£31250
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£30470
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£32750
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30530
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£32860
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34315
1.4 (245) 45 TFSI e at S line Comp	217.3	6.8	30	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	33	£46925
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56675
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36265

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£29485
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£31765
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31035
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£33315
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31050
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33330
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32600
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£34880
2.0 TFSI (333) quat at S3 Black Ed	34.4	4.7	186	33	£48085
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34500
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£36830

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	N/A	£41950
2.0 TFSI (150) auto S line	41.5	9.8	154	N/A	£44100
2.0 TFSI (150) auto Edition 1	39.8	9.8	161	N/A	£49100
2.0 TFSI (204) auto Sport	42.2	7.8	155	N/A	£44290
2.0 TFSI (204) auto S line	41.5	7.8	155	N/A	£46440
2.0 TFSI (204) auto Edition 1	39.8	7.8	162	N/A	£51440
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	N/A	£68700
2.0 TDI (204) auto Sport	58.9	7.7	127	N/A	£46950
2.0 TDI (204) auto S line	58.9	7.7	127	N/A	£49100
2.0 TDI (204) auto Edition 1	55.4	7.7	133	N/A	£54150
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	N/A	£48475
2.0 TDI (204) quattro auto S line	55.4	6.9	133	N/A	£50625
2.0 TDI (204) quattro auto Edition 1	54.3	6.9	137	N/A	£55625

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	N/A	£43850
2.0 TFSI (150) auto S line	40.9	9.8	157	N/A	£46000
2.0 TFSI (150) auto Edition 1	39.2	9.8	164	N/A	£51000
2.0 TFSI (204) auto Sport	41.5	7.8	157	N/A	£46190
2.0 TFSI (204) auto S line	40.9	7.8	159	N/A	£48340
2.0 TFSI (204) auto Edition 1	38.7	7.8	166	N/A	£53340
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	N/A	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	N/A	£48850
2.0 TDI (204) auto S line	57.6	7.7	130	N/A	£51000
2.0 TDI (204) auto Edition 1	54.3	7.7	136	N/A	£56050
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	N/A	£50375
2.0 TDI (204) quattro auto S line	55.4	6.9	135	N/A	£52525
2.0 TDI (204) quattro auto Edition 1	53.3	6.9	139	N/A	£57525

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI auto Sport	39.2	7.3	163	32	£45840
2.0 (265) 45 TFSI quat auto Sport	37.2	6.0	173	35	£51380
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£58820
2.0 (204) 40 TDI quat auto Sport	50.4	7.6	147	38	£49485
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£72330

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI quat auto Sport	38.2	7.5	168	32	£48405
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	178	35	£53530
2.0 (299) 50 TFSI e quat auto Sport	217.3	6.3	30	27	£60970
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£116120
2.0 (204) 40 TDI quat auto Sport	48.7	7.8	151	38	£52045
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£74480

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	461	5.4	0	N/A	£69845
100kWh (367) quattro auto S line	461	5.4	0	N/A	£73345
100kWh (367) quattro auto Edition 1	429	5.4	0	N/A	£78345
100kWh (503) quattro at S6 Edition 1	402	4.1	0	N/A	£97445

A6 Avant e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	435	5.4	0	N/A	£71645
100kWh (367) quattro auto S line	434	5.4	0	N/A	£75145
100kWh (367) quattro auto Edition 1	401	5.4	0	N/A	£80145
100kWh (503) quattro at S6 Edition 1	384	4.1	0	N/A	£99245

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£59540
2.0 (299) 50 TFSI e quat at Sport	235.4	6.3	29	46	£67120
4.0 TFSI (600) quattro at RS 7 perf	23.0	3.6	280	50	£119775
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£57695
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	188	50	£79240

S line: add £2300 to Sport
Black Edition: add £2800 to S line
Vorsprung: add £14955 to S7
Carbon Black: add £8950 to RS 7
Carbon Vorsprung: add £17400 to RS 7

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
93kWh (476) quattro auto	298	4.1	0	50	£87415
93kWh (598) quattro auto RS	286	3.3	0	50	£119565
93kWh (598) quat at RS Carbon Bl	286	3.3	0	50	£132955

Vorsprung: add £25150 to e-tron GT, add £6900 to RS e-tron GT Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£83055
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£92380
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£96380
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£111800
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£80875
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£84875

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (110) 30 TFSI Sport	48.7	11.2	131	14	£29105
1.0 (110) 30 TFSI S line	48.7	11.2	131	14	£31555
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£30915
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£33365
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£32465
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£34915
2.0 TFSI (296) quat at SQ2 Black Ed	34.0	4.9	188	37	£45890

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£226500

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8TT (550) auto S	21.7	4.5	294	50	£197500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (326) at xDrive40 Sport	264	6.1	0	47	£70985
71kWh (326) at xDrive40 M Sport	264	6.1	0	47	£73985
71kWh (523) at xDrive50 M Sport	383	4.6	0	50	£104285
71kWh (619) auto xDrive M60	348	3.8	0	50	£124605

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£88890
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£113055
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£89515

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	32	50	£110730
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150270
4.4 V8TT PHEV (748) auto Label	166.2	3.8	37	50	£174330

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38040
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£41095
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£48045
3.0TT (480) M2	28.2	4.2	227	42	£67150
3.0TT (480) auto M2	29.1	4.0	219	42	£65915

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£44195
3.0TT (374) auto M440i xDrive	36.2	4.5	176	40	£60725
3.0TT (530) auto M4 Comp xDrive	28.2	3.5	226	44	£87495
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£120345

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	154	33	£51280
3.0TT (374) auto M440i xDrive	35.3	4.9	182	43	£67400
3.0TT (530) auto M4 Comp xDrive	27.7	3.7	231	46	£91500

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	190	45	£83990
4.4 V8TT (530) auto M850i xDrive	26.9	3.9	239	50	£116045
4.4 V8TT (625) at M8 Competition	25.0	3.2	257	50	£140355

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.2	5.5	195	48	£90990
4.4 V8TT (530) auto M850i xDrive	26.4	4.1	244	50	£123405
4.4 V8TT (625) at M8 Competition	24.8	3.4	261	50	£147355

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£45170
3.0TT (340) M40i	32.5	4.6	197	38	£63230
3.0TT (340) auto M40i	34.9	4.5	183	38	£57350

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	46.0	10.6	128	N/A	£17990
44kWh (113) auto Plus	199	10.4	0	N/A	£21990
44kWh (113) auto Max	199	10.4	0	N/A	£23690

C3 Origin - 3996x1749mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (83) You!	53.4	12.5	123	14	£21990
1.2 PureTech (83) Plus	53.4	12.5	124	16	£21990
1.2 PureTech (83) Max	53.4	12.5	125	12	£21990
1.2 PureTech (110) Max	53.3	9.4	126	20	£21990
1.2 PureTech (110) auto Plus	59.8	10.1	134	22	£21990
1.2 PureTech (110) auto Max	59.8	10.1	136	18	£23690

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	10.8	122	14	£19720
1.2 PureTech (130) Plus	54.7	8.9	122	19	£23755
1.2 PureTech (130) Max	54.7	8.9	119	19	£25645
1.2 PureTech (130) auto Plus	50.7	9.4	131	18	£25165
1.2 PureTech (130) auto Max	50.7	9.4	131	19	£27050
1.2 Hybrid (100) auto You!	62.1	10.7	107	N/A	£22015
1.2 Hybrid (136) auto Plus	62.1	8.0	107	22	£26505
1.2 Hybrid (136) auto Max	62.1	8.0	107	22	£28395
50kWh (136) auto You!	220	10.0	0	21	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	257	9.2	0	24	£35800

E-Series: add £1160 to e-C4 Max

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	11.6	123	15	£19720
1.2 PureTech (130) auto Plus	50.7	10.3	132	20	£25165
1.2 PureTech (130) auto Max	50.7	10.3	132	20	£27050
1.2 Hybrid (136) auto Plus	62.1	8.1	106	23	£26505
1.2 Hybrid (136) auto Max	62.1	8.1	106	23	£28395
50kWh (136) auto You!	219	10.0	0	22	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	260	9.3	0	23	£35800

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto You!	48.1	10.4	137	20	£29440
1.2 PureTech (130) auto Plus	48.1	10.4	137	20	£30940
1.2 PureTech (130) auto Max	48.1	10.4	137	20	£32930
1.2 Hybrid (136) auto Plus	58.9	9.7	116	N/A	£32240
1.2 Hybrid (136) auto Max	58.9	9.7	116	N/A	£34230
1.6 PureTech PHEV (225) auto Plus	236.2	7.9	32	31	£39300
1.6 PureTech PHEV (225) auto Max	236.2	7.9	33	31	£41290

Hypnos: add £2000 to PHEV (225)Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	45.5	11.5	154	12	£23250
1.5 BlueHDi (130) auto Plus M	51.8	11.2	152	15	£26950
1.5 BlueHDi (130) auto Max M	51.8	11.2	153	15	£29465
52kWh (136) auto Plus M	212	N/A	0	20	£31135
52kWh (136) auto Max M	211	N/A	0	21	£33650
52kWh (136) auto Plus XL	206	N/A	0	21	£32035

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	40.7	10.6	208	N/A	£56590
50kWh (136) auto You! M	136	13.1	0	30	£38135
50kWh (136) auto You! XL	134	13.1	0	31	£39035
75kWh (136) auto You! M	215	13.1	0	31	£43535
75kWh (136) auto You! XL	215	13.1	0	32	£44435

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20240
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£23740
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£25740
44kWh (113) auto Plus	188	12.9	0	N/A	£22990
44kWh (113) auto Max	188	12.9	0	N/A	£24990

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Plus	48.9	10.3	140	18	£24280
1.2 PureTech (130) Max	48.9	10.3	140	18	£28125
1.2 Hybrid (136) auto Max	53.3	10.2	128	21	£31490
1.2 Hybrid (136) auto E-Series	53.3	10.2	130	21	£34080
1.6 PureTech PHEV (225) auto Max	220.9	8.7	33	28	£36495
1.6 PureTech PHV (225) at E-Series	220.9	8.7	34	28	£39135
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£26880
1.5 BlueHDi (130) auto Max	54.1	10.6	144	19	£30725

NEW CAR PRICES

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£13795
1.0 TCe (90) Expression	53.3	12.2	119	14	£14795
1.0 TCe (90) Journey	53.3	12.2	119	14	£15795
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£17295
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£15295
1.0 TCe (90) Expression	50.4	12.0	127	10	£16295
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1784mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18295
1.0 TCe (110) Expression	48.7	11.2	132	13	£19595
1.0 TCe (110) Extreme	48.7	11.2	132	13	£20595
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 P'Tech (100) Performance Line	54.3	10.9	126	15	£27200
1.2 P'Tech (130) auto Perf Line	48.7	9.2	135	20	£29765
1.2 Hybrid (136) auto Perf Line	62.1	9.2	112	21	£31110
54kWh (155) at E-Tense Perf Line	248	9.0	0	29	£38465

Opera: add £4770 to petrol Performance Line, add £4750 to E-Tense

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Pallas	48.6	10.4	138	18	£32450
1.2 PureTech (130) auto Etoile	48.6	10.4	138	20	£35250
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£33800
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£36600
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£34400
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£37200

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56200
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64800
1.6 Hyb E-Ten (360) at 4x4 Opera	188.3	5.6	35	45	£73615
1.6 Hyb E-Ten (360) at 4x4 Esprit d V	188.3	5.6	35	45	£74615

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) at Perf Lin+	220.9	8.9	33	34	£48300
1.6 Hyb E-Tns (300) at P Line+ 4x4	222.3	5.9	32	40	£53180
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	44	41	£57060
1.5 B'HDi (130) at Performance Li+	53.3	10.7	146	26	£40360

Rivoli: add £1180 to Performance Line+ (not E-Tense 360) **Opera:** add £3840 to Performance Line+ (not BlueHDi)

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3571-3632x1900-1627mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16800
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18300
24kWh (95) auto	118	9.5	0	16	£24995
42kWh (118) auto	200	9.0	0	17	£27995
42kWh (118) auto La Prima	194	9.0	0	18	£30995
42kWh (118) auto Armani Edition	193	9.0	0	18	£33995

500C: add £2675 to Hybrid, add £6000 to Electric

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24350
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27350
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25350
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28350
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28500
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29330
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31530
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30350
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31180
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33380
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£37705
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£42905
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£39155

Estate: add £1160-£1600
Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£25800
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£26700
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£27600
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£28500
1.0T E'Boost (155) auto Titanium	49.6	8.7	129	17	£28350
1.0T EcoBoost (155) auto ST-Line	49.6	8.7	128	17	£29250
1.0T EcoBoost (170) auto ST	47.1	7.4	136	21	£33050
53kWh (168) auto Gen-E Select	233	8.0	0	N/A	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	233	8.7	0	19	£39875
55kWh (170) auto Premium	221	8.7	0	20	£43975
82kWh (286) auto Select	374	6.4	0	28	£45875
82kWh (286) auto Premium	354	6.4	0	29	£49975
84kWh (340) auto Premium AWD	329	5.3	0	32	£53975

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	242	8.7	0	20	£42075
55kWh (170) auto Premium	231	8.7	0	21	£46175
82kWh (286) auto Select	389	6.4	0	29	£48075
82kWh (286) auto Premium	369	6.4	0	30	£52175
84kWh (340) auto Premium AWD	346	5.3	0	33	£56175

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32095
1.5T E'Boost (150) ST-Line	44.1	9.5	147	17	£37395
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38565
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42365
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£40865
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40555
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£40955

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (268) auto Select	292	6.9	0	33	£50830
98kWh (294) auto Premium	372	7.0	0	37	£59380
98kWh (370) auto AWD Premium	341	5.8	0	40	£65405
98kWh (487) auto AWD GT	320	4.4	0	40	£74540
98kWh (487) auto AWD GT Rally	316	4.4	0	40	£76790

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 E'Boost (288) at DC Raptor	20.5	7.9	315	42	£58901
2.0 EcoBlue (170) Double Cab XL	37.7	10.5	222	39	£35760
2.0 EcoBlue (170) Double Cab XLT	37.7	10.5	221	39	£37380
2.0 EcoBlue (205) auto DC Tremor	38.2	10.5	270	41	£41460
2.0 EcoBlue (205) at DC Wildtrak	38.2	10.5	230	42	£47220
2.0 EcoBlue (205) at DC Wildtrak X	38.2	10.5	271	42	£49620
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£56531
3.0 V6 E'Blue (240) at DC Wildtrak	32.5	8.7	264	44	£52620
3.0 V6 E'Blue (240) at DC Platinum	32.5	8.7	266	45	£55080

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	274	44	£55275
5.0 V8 (446) auto GT Fastback	23.9	4.9	277	45	£57725
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£59225
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£61225
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£67995
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£69995

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

G70 - 4685x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (245) auto Sport	35.4	6.1	181	38	£41555

Shooting Brake: add £1400

G80 - 4995x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium	33.9	6.0	190	40	£43100
2.5T (304) auto Premium AWD	31.2	6.3	208	43	£45655
87.2kWh (370) at El'fied Lux AWD	323	4.9	0	50	£69905

Sport: add £5200 to Premium
Luxury: add £5300 to Premium

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54105
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£58565

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (300) auto Premium AWD	29.7	6.1	216	44	£42955
2.5T (300) auto Sport AWD	29.7	6.1	216	44	£45255
2.2D (206) auto Premium AWD	40.0	7.9	185	44	£42455
2.2D (206) auto Sport AWD	40.0	7.9	185	41	£44755
77.4kWh (490) at El'fied Spt AWD	283	4.2	0	N/A	£65105

Luxury: add £1300 to Sport (not Electrified)

GV80 - 4945x1975mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium AWD	27.4	6.9	241	46	£60645
2.5T (304) auto Premium AWD 7st	27.2	6.9	244	46	£60125

Sport: add £5800 **Luxury:** add £6100 **Luxury Plus:** add £15300

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£26885
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£28085
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£29085
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£29285

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 eHEV (143) auto Elegance	60.1	7.9	108	28	£35005
2.0 eHEV (143) auto Sport	56.5	7.9	113	28	£36505
2.0 eHEV (143) auto Advance	56.5	8.1	114	28	£39805
2.0T (329) auto Type R	34.4	5.4	189	43	£50050

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£30705
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£33160
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£36305

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£39995
68.8kWh (204) auto Advance	256	7.7	0	43	£42195

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£39505
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£41110
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£42910

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£45930
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£49030
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£53995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16030
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£16680
1.2 MPi (84) Advance	52.3	15.6	123	6	£16830
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£17480
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£18630

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£21530
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24180
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£22780
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£25430
1.6 T-GDi (204) N	40.3	6.2	158	27	£27165

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (120) SE Connect	61.4	11.2	118	10	£22710
1.0 T-GDi (120) Premium	52.3	11.2	123	11	£25660
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	11	£23910
1.0 T-GDi (120) auto Premium	61.4	11.2	121	11	£26860
1.5 T-GDi (159) N Line	44.1	8.4	146	16	£26670
1.5 T-GDi (159) auto N Line	45.5	8.8	141	16	£27880
2.0 T-GDi (280) N Performance	35.3	5.4	182	26	£36415

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	N/A	£39900
84kWh (228) auto Advance	354	7.5	0	N/A	£43400
84kWh (228) auto N Line	320	5.3	0	38	£46620
84kWh (325) auto N Line AWD	307	5.3	0	41	£50120
84kWh (650) auto N AWD	278	3.4	0	49	£65000

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47040
77kWh (325) auto Premium AWD	322	5.1	0	41	£50540

Ultimate: add £3500 to Premium
First Ed: add £4750 to Premium AWD

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23495
49kWh (115) auto 01	229	10.6	0	N/A	£25045
49kWh (115) auto 02	223	10.6	0	N/A	£26745
49kWh (115) auto 02 Tech	223	10.6	0	N/A	£27245
49kWh (115) auto Cross	229	10.6	0	N/A	£28745

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£22480
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£23880
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£23730
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25130

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26040
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£27840
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£26990
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29200
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£28540
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£30340
1.6 Hybrid (129) auto Advance	60.1	12.0	106	N/A	£30385
1.6 Hybrid (129) auto N Line	60.1	12.0	106	N/A	£32185
48kWh (156) auto Advance	234	8.8	0	25	£34995
65kWh (218) auto Advance	319	7.8	0	31	£38595
65kWh (218) auto N Line	282	7.8	0	31	£40395

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£32000
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£34500
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£33580
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36080
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£40990
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£35590
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38140
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42230
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39275
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41775
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43375

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£46775
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£50275
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£52775
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£48830
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£52330
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£54830
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51885
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55135
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57635

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65015
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£76140
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65015
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£76140

Fieldmaster/Trialmaster Editions: add £7500 to Utility Wagon, standard on Station Wagon

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66230
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66230

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	22	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	33	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	41	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£24359
1.2T (100) Altitude	49.6	10.6	127	23	£26059
1.2T (100) Summit	49.6	10.6	129	23	£28259
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	22	£25999
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	23	£27699
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	23	£29899
54kWh (156) auto Longitude	244	9.6	0	24	£34999
54kWh (156) auto Altitude	244	9.6	0	24	£36699
54kWh (156) auto Summit	244	9.6	0	25	£38899

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto Altitude	50.4	9.7	125	17	£30709
1.5T E-Hybrid (130) auto Summit	50.4	9.7	125	17	£33209
1.3T PHEV (190) auto Limited 4xe	148.7	7.7	41	22	£36500
1.3T PHEV (240) at Overland 4xe	141.2	7.1	45	24	£38219
1.3T PHEV (240) at Trailhawk 4xe	**141.2**	**7.1**	**43**	**26**	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) Altitude	50.4	10.0	127	26	£34150
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38105
1.3T PHEV (240) auto Altitude 4xe	148.7	7.3	44	33	£40655
1.3T PHEV (240) at Overland 4xe	148.7	7.3	44	33	£41675
1.3T PHEV (240) auto Summit 4xe	148.7	7.3	44	31	£44655
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	£44675

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£61125
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£63125

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	N/A	£72304
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85804

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23030
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£24550

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K30	36.9	10.8	175	18	£25595
1.5 GDi-T (163) K40	36.9	10.8	175	18	£28595
1.5 GDi-T (163) auto K30	35.5	10.8	182	18	£27095
1.5 GDi-T (163) auto K40	35.5	10.8	182	18	£30595

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£31995
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£34995
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£36995
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£39995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£41995

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£40585
2.2D (202) auto K40	32.9	10.7	225	37	£42585
2.2D (202) auto K50	32.6	10.7	227	38	£46370

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) EX	34.0	N/A	220	48	£31326
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£39906
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£41406

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	111	4	£15595
1.0 DPi (62) GT-Line	52.3	15.4	122	5	£16745
1.0 DPi (62) 3	55.4	15.4	111	5	£17545
1.0 DPi (62) auto 2	54.3	18.2	114	4	£16295
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17445
1.0 DPi (62) auto 3	54.3	18.2	114	5	£18245
1.2 DPi (77) GT-Line S	51.4	13.1	125	8	£18445
1.2 DPi (77) auto GT-Line S	49.6	16.5	129	5	£19145

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23105
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£25755
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26225
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26710
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27210
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31215

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£23850
1.5 T-GDi (138) 3	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£27955

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£27810
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32315

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	N/A	£45575
84kWh (226) auto GT-Line	361	7.7	0	N/A	£48575
84kWh (320) auto AWD GT-Line	339	5.3	0	N/A	£52075
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21265
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22270
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23760
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22265
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23270
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24760

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24340
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£25815
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26315
1.5 T-GDi (138) auto GT-Line	N/A	8.9	142	17	£26915
1.5 T-GDi (138) auto 3	N/A	8.9	142	17	£27415
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£31915

Soul EV - 4220x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
64kWh (201) auto Explore	280	7.9	0	31	£39075

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30085
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32335
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35085
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35325
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37575
1.6 GDi PHEV (180) auto 3	282.5	9.6	22	24	£40325
65kWh (201) auto EV 2	285	7.8	0	28	£37325
65kWh (201) auto EV 3	285	7.8	0	29	£39575
65kWh (201) auto EV 4	285	7.8	0	29	£42325

Horizon: add £670 to 2
heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£32995
81.4kWh (201) auto Air	372	7.7	0	36	£35995
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39495
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£42995

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£29390
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£31890
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£33590
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£38790
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£35485
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£40690
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£42290
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40575
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45775

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£42995
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47195
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£51695
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47295
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51495
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£55995
2.2 CRDi (190) auto AWD 2	43.5	N/A	170	30	£41995
2.2 CRDi (190) auto AWD 3	42.8	N/A	173	31	£46195
2.2 CRDi (190) auto AWD 4	42.8	N/A	174	32	£50695

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65025
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73275
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76025
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77025

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50150
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52770
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£57920
2.0 D165 auto AWD S	42.7	10.2	173	28	£43445
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£46965
2.0 D200 auto AWD S	42.7	8.6	173	32	£44845
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£48365
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£53515

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£93445
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£110505
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£59790
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£66525
3.0 D350 auto AWD S	33.7	6.2	219	41	£58310
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£63290
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£70025
3.0 D350 auto AWD X	33.0	6.2	224	46	£88735

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£160800
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£97650
2.0T P300e auto AWD S	104.2	7.6	61	41	£69700
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76655
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79470
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86600
2.0T P300e auto AWD X	98.6	7.6	65	46	£94930
3.0 D250 auto AWD S	33.1	8.3	223	38	£60470
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£68510
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£71320
3.0 D350 auto AWD S	33.1	6.4	224	38	£64640
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£72680
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£75495
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£82130
3.0 D350 auto AWD X	32.3	6.4	229	46	£93630

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£88005
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£91465
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£109730
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120065
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£81585
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£85580
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£82720
3.0 D350 auto AWD X	31.8	6.8	233	47	£105650

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£62960
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£68760
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£73125
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£78020

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£43660
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£46235
1.5 P270e auto AWD S	196.0	6.8	33	34	£49000
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53125
1.5 P270e at AWD Dynamic HSE	192.1	6.8	33	36	£56125
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£60485
2.0 D165 S	46.7	9.5	158	25	£40115
2.0 D165 auto AWD S	44.0	9.2	168	26	£43700
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47075
2.0 D200 auto AWD S	44.0	7.9	168	29	£44755
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£48880
2.0 D200 auto AWD Dynamic HSE	43.4	7.9	171	33	£52295
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£57670

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£67025
3.0T P400 at AWD Dynamic HSE	28.3	5.2	228	46	£73235
3.0T P400 at AWD Autobiography	28.1	5.2	229	47	£80350
2.0T P400e auto AWD S	160.3	5.1	40	43	£65095
2.0T P400e auto AWD Dynamic SE	157.0	5.1	41	44	£69210
2.0T P400e at AWD Dynamic HSE	150.1	5.1	43	47	£72735
2.0 D200 auto AWD S	43.7	7.8	169	36	£54490
2.0 D200 auto AWD Dynamic SE	42.9	7.8	173	36	£58950
2.0 D200 auto AWD Dynamic HSE	41.6	7.8	178	41	£64375
3.0 D300 auto AWD Dynamic SE	38.4	6.1	192	42	£64905
3.0 D300 auto AWD Dynamic HSE	37.5	6.1	197	46	£69730
3.0 D300 at AWD Autobiography	37.3	6.1	198	46	£76845

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90200
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93200
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104720
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114050
4.4 V8TT P635 auto AWD SV Ed 1	23.7	3.6	270	50	£168500
3.0 D250 auto AWD S	39.4	7.3	188	44	£75255
3.0 D300 auto AWD SE	38.8	6.1	191	47	£83295
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£86925
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£98445
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£102625

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£142400
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£171600
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115805
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121525
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134865
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138555
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161755
3.0 D300 auto AWD SE	38.2	6.3	194	50	£104025
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£110105
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£123705
3.0 D350 auto AWD SE	38.3	5.7	194	50	£107125
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£113205
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£126805

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£144400
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£192000
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137435
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178180
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£118405
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£128805

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43595
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£56895

Premium Plus: add £4900 to Premium

LS - 5235x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.5 V6 Hyb (359) at 500h Premium	35.3	5.4	182	50	£101775
3.5 V6 Hyb (359) at AWD 500h Prem	29.7	5.5	214	50	£105020
3.5 V6 Hyb (359) auto 500h F Sport	35.3	5.4	182	49	£101775
3.5 V6 Hyb (359) at AWD 500h Takumi	29.7	5.5	214	50	£120660

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32505
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34505
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38255
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£39555
1.5 Hybrid (136) at Original Ed	65.7	9.6	105	25	£40005

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£34895
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£36895
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42595
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44395
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48495
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£43895
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£45695
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£49795
72.8kWh (204) auto 300e	279	7.5	0	38	£40795
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44095
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£49995

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44445
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46245
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58495
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45445
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47245
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£54995
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59495
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£49995
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57645
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59645

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£49995
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52295
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£59995
71.4kWh (313) auto 450e Urban	272	5.6	0	43	£55595
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£57895
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65595

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (250) at 350h Premium	44.1	7.9	150	42	£62140
2.5 Hybrid (250) at 350h Takumi	44.1	7.9	145	43	£76640
2.4T Hyb (371) at 500h F Sport	35.3	6.2	182	46	£77250
2.5 PHEV (309) at 450h+ Prem	256.8	6.5	25	44	£63995
2.5 PHEV (309) at 450h+ T'kmi	256.8	6.5	25	45	£75995

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 - 4070x1695mm
Euro NCAP: ★★★★ **Driver Power:** 33rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka: add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-S'activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S'activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S'act (145) at Makoto	124	9.7	0	19	£32395

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31060
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34160
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36560
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33070
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36170
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£38570
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£41185
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36360
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£38370
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£40770
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£42785

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£45420
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£48170
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£49520
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£45370
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£47970
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£50720
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£54970

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£45420
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£48170
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£49520
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£51455
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£54605
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£55555

Plus: add £2650 to PHEV, add £2450 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28015
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30015
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£32435
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£32435

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	135	20	£30720
1.3T (136) auto A 180 Sport Exec	47.1	9.2	135	20	£32105
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£33655
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41055
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£46000
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£63445
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£34715

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition
Legacy Edition: add £4425 to A 45 S

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£32700
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34250
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41650
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£46385
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35310

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	140	25	£35435
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£36545

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4688x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at CLA 180 Sport Edition	47.1	9.4	135	22	£32550
1.3T (136) at CLA 180 Sport Exec	47.1	9.4	137	23	£34735
1.3T (163) at CLA 200 Sport Exec	47.1	8.4	132	26	£36235
1.3T (218) at CLA 250 e AMG L Exec	353.1	7.6	17	34	£45545
2.0T (306) at AMG CLA 35 4MATIC	33.6	4.9	190	37	£49875
2.0T (421) at AMG CLA 45 S 4MT+	31.4	4.1	204	41	£68355
2.0 (190) at CLA 220 d Sport Exec	55.4	7.3	132	30	£39465

Shooting Brake: add £1000
AMG Line Executive: add £3170 to Sport Executive

C-Class - 4793-4755x1841-1820mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.3	145	38	£45120
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	156	40	£52030
2.0T (313) auto C 300 e Urban Ed	565.0	6.1	12	45	£49860
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51860
2.0T (408) auto AMG C 43 4MATIC	30.7	4.6	210	44	£67500
2.0T (476) at AMG C 63 S e 4MT+	38.7	3.4	167	50	£97530
2.0 (200) auto C 220 d AMG Line	62.8	7.3	120	39	£46570
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	139	41	£53870

Estate: add £1525-£1900

E-Class - 4950x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	42.8	7.5	146	42	£55120
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£64610
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£69610
2.0 (197) auto E 220 d AMG Line	58.9	7.6	126	42	£56820
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£66610
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	12	50	£71610
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£79280

AMG Line Premium: add £5000 to AMG Line **Exclusive Premium:** add £410 to E 200 AMG Line Premium, add £50 to E 220 d AMG Line Premium, same price as E 300 e/E 300 de/E 450 d AMG Line Premium
Estate: add £2640 to E 200, add £2250 to E 300 e/E 300 de, add £2295 to E 220 d

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69105
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74605
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82605
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105860

AMG GT 4-Door - 4996x1896mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.6	3.2	298	50	£156555
4.0 V8TT (843) at AMG GT 63 S E Prf	22.1	2.9	198	50	£179410

S-Class - 5210-5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (449) at S 500 4MT AMG Line	33.2	4.7	194	50	£105490
3.0 (449) at S 500 L 4MT AMG Line	33.2	4.7	196	50	£109550
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£118460
4.0 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£175840
4.0 (802) auto AMG S 63 E Perf	23.9	3.3	104	50	£188820
6.0 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£220550
3.0 (313) auto S 350 d AMG Line	45.6	5.6	164	50	£93955
3.0 (313) auto S 350 d L AMG Line	42.8	5.6	166	50	£98015
3.0 (367) at S 450 d L 4MT AMG Li	41.5	5.0	171	50	£102995

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQS 350 AMG Line	409	6.7	0	50	£99835
118kWh (360) at EQS 450+ AMG Li	481	6.2	0	50	£112610
118kWh (658) at AMG 53 4MAT+	378	3.8	0	50	£161860

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£74670
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£79950
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£90010
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£75680
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£80960
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£86820
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88420

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) auto EQV 300 Sport	213	12.1	0	44	£87995

Premium: add £2780 **Premium Plus:** add £8075

GLA-Class - 4412x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.2	10.0	153	29	£35660
1.3T (163) at 200 Sport Executive	42.2	8.9	153	29	£37845
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	25	40	£45520
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£53465
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£71235
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£38495
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£45960

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49750
67kWh (190) auto 250+ AMG Line	323	8.6	0	44	£52010
67kWh (228) auto 300 4MT AMG Li	266	7.7	0	46	£53010

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	40.4	9.3	160	28	£39150
2.0T (306) auto AMG 35 4MATIC	31.0	5.5	207	41	£57885
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£39800
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£47080

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52800
71kWh (190) auto 250+ AMG Line	300	8.9	0	N/A	£55060
67kWh (228) auto 300 4MT AMG Li	255	8.0	0	29	£55310

GLC-Class - 4721x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	37.2	6.2	171	42	£54945
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£58860
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£63360
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.0	141	40	£52895
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£61805
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	11	49	£61110
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	11	49	£65610

GLC-Coupe - 4769x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	25.5	6.3	170	43	£61030
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65360
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£69860
2.0 (219) at 220 d 4MAT AMG Line	41.5	8.1	139	41	£59395
2.0 (291) at 300 d 4MT AMG L Prm	36.2	6.4	149	44	£67895

GLE-Class - 4924x2010mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (403) at 450 4MAT Urban Ed	29.1	5.6	220	47	£80000
2.0 Hyb (375) at 400 e 4M Urban	313.9	6.1	20	47	£79360
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£94190
4.0 V8TT (612) at AMG 63 S 4MT+	22.2	3.9	288	50	£143595
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£75445
3.0 (389) at 450 d 4MAT Urban Ed	37.2	5.6	199	48	£79000
3.0 (329) at 350 de 4MAT Urban Ed	403.6	6.9	17	48	£77360

Seven seats: standard on GLE 450, AMG 53, 300 d, 450 d **AMG Line:** add £5000 to Urban Edition

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 de 4MT Urban Ed	470.8	6.9	17	49	£79360

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995

GLS-Class - 5209x2030mm

Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8TT (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8TT (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8TT (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190

Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8TT (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860

Carbon Edition: add £10000 to AMG 63 **Manufaktur Edition:** add £16500 to AMG 63 **Magno Edition:** add £19000 to AMG 63

CLE-Class Coupe - 4850x1861mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MAT+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070

CLE-Class Cabriolet - 4850x1861mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MAT+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8TT (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8TT (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8TT (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845

Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) **Ultimate:** add £7500 to SL 63

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8TT (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8TT (816) at 63 4MT S E Prf P+	34.5	2.8	188	50	£180745

Ultimate: add £1100 to Premium Plus

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495

ZS EV - 4314x1809mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995

Trophy: add £2500 to EV SE

HS - 4670x1890mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ Driver Power: 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ Driver Power: 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ Driver Power: 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ Driver Power: 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£67200
100kWh (408) auto 4	381	5.2	0	46	£69800
100kWh (516) auto 4S	377	4.1	0	48	£75400
100kWh (639) auto Turbo	367	3.3	0	50	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	190	9.0	0	18	£22995
40kWh (120) auto Techno	190	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	248	8.0	0	22	£26995
52kWh (150) auto Iconic Five	248	8.0	0	22	£28995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18395
1.0 TCe (90) Techno	53.3	12.2	119	11	£19995
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£21595
1.6 E-Tech (145) auto Evolution	65.7	9.3	96	15	£21695
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23295
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24895

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.1	13.3	135	11	£21395
1.0 TCe (90) Techno	47.9	13.3	134	11	£23095
1.6 E-Tech (145) auto Evolution	61.4	10.6	105	16	£24695
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26395
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28095

Arkana - 4568x1821mm
Euro NCAP: ★★★★★ Driver Power: N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) at Evolution	60.1	10.8	105	15	£27395
1.6 E-Tech hyb (145) auto Techno	60.1	10.8	107	16	£29395
1.6 E-Tech hyb (145) at Esprit Alpine	58.9	10.8	110	17	£31695

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29295
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31295
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33295

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	60.1	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	107	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	106	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	403.5	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	N/A	£31500
63kWh (204) auto 60 SE L	N/A	N/A	0	N/A	£33350
63kWh (204) auto 60 Edition	N/A	N/A	0	N/A	£34450
63kWh (204) auto 60 SportLine	N/A	N/A	0	N/A	£37400
82kWh (286) auto 85 Edition	360	6.4	0	N/A	£38650
82kWh (286) auto 85 SportLine	360	6.4	0	N/A	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Ignis - 3700x1660mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Dualjet (83) SZ-T	56.9	12.7	112	9	£17949
1.2 Dualjet (83) SZ5	56.9	12.7	112	9	£18949
1.2 Dualjet (83) SZ5 4x4	52.4	12.8	121	9	£19949
1.2 Dualjet (83) auto SZ-T	52.3	12.4	122	9	£18949
1.2 Dualjet (83) auto SZ5	52.3	12.4	122	9	£19949

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	N/A	£31849
50kWh (136) auto Design Medium	160	11.2	0	N/A	£36464
50kWh (136) auto Icon Long	160	11.2	0	N/A	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	28	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	26	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	25	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	25	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	25	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	30	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	30	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	30	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	33	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext’d Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext’d Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext’d Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

IN 2021, in what was approximately my 1,300th weekly column for Auto Express, I told our ruling politicians this: if they really wanted drivers to abandon ICE in favour of pricier, pure-electric cars, it was – and still is – essential for them to be financially incentivised, on an immediate and ongoing basis.

Later the same year, I offered additional free advice that the easy and colossal ‘profit’ that Governments make on every pricey EV sold to private consumers was – and still is – excessive and unjustifiable.

Furthermore, I told our political ‘leaders’ what they apparently didn’t – and still don’t – know: that as they desperately try to turn consumers on to EVs, they’re turning them off, via punitively high Value Added Tax. In 2021, my stated solution was a 50 per cent cut in the standard 20 per cent VAT rate on some EVs.

> **“I’M HAPPY THAT MY IDEAS FROM 2021 ARE BEING NICKED BY THE AUTOMOTIVE INDUSTRY IN THE UK. BUT WHY ADOPT THEM NOW, RATHER THAN FOUR WASTED YEARS AGO?”**

Wind forward four years, and the automotive industry in Britain (via its trade body, the Society of Motor Manufacturers and Traders) made a ‘new’ formal announcement that opened with the words “Incentives needed” if more EVs are to be sold to real-world customers. A further plea was a halving of VAT on new EV purchases! I’m happy that my ideas are being nicked. But why adopt them now, rather than four wasted years ago?

Honestly, the car manufacturing industry and Governments of all colours must look, listen, learn and act quickly when they’re on the receiving end of gratis, solid advice, suggestions, constructive criticism and more from the likes of concerned journalists in the field and the most important people of all – consumers. It’s the latter who are expected to pay a basic price of, say, £50,000 to a manufacturer for a fairly average EV, plus a further VAT payment of £10,000 to the Government which, in effect, cops an undeserved tip of 20 per cent, or 10 grand, in the process. Talk about money for nothing.

Another crucial point I’ve been banging on about for years is that sensibly priced hybrid cars, which sit in the sensible sweet spot between slightly cheaper pure-petrol/pure-diesel models on one side, and generally expensive 100 per cent-electrics on the other, do not deserve to be banned from showrooms in 2030 or even 2035.

I’ve said it before and I’m saying it again: for a while now, the smart money is being spent by the smartest consumers on appropriately priced hybrids. And recently, the Government apparently woke up, got real and quietly indicated it agrees with me that such tech is very much part of the short, mid and long-term future.

For legal and other reasons, there are restrictions on what I can reveal here. But what I can say at this highly sensitive stage of the game is this: one of my trusted and reliable Whitehall insiders has dropped strong hints that hybrids are about to enjoy a lengthy stay of execution. Now that’s what I call justice. Long live the humble hybrid.

MIKE RUTHERFORD

facebook.com/autoexpress @autoexpress

MOTORING’S MOST OUTSPOKEN COLUMNIST AND FOUNDING MEMBER OF AUTO EXPRESS

AUTO EXPRESS

NEXT ISSUE

ON SALE Weds 26 March

DRIVEN

Our first taste of new Dacia Bigster

We take to the road in the largest model from value-focused brand

TESTED

BYD Sealion 7 vs Hyundai Ioniq 5

Can ambitious Chinese coupé-SUV beat our former Car of the Year?

REVEALED

MG’s all-new S5 small SUV unveiled

We have full details as covers come off replacement for the MG ZS EV

www.autoexpress.co.uk

DOUBLE SPEED-WAX

Auto EXPRESS PRODUCT AWARDS WINNER 2024

Award-winning
paste wax with lasting shine
and unbeatable durability.

**"it was easily the best
performer in our test. It topped
the scores at every stage"
– Auto Express magazine**

BILT HAMBER
LABORATORIES
DOUBLE SPEED-WAX
carnauba polymer paste wax
250ml

Auto EXPRESS PRODUCT AWARDS WINNER 2016

Auto EXPRESS PRODUCT AWARDS WINNER 2017

Auto EXPRESS PRODUCT AWARDS WINNER 2018

Auto EXPRESS PRODUCT AWARDS WINNER 2019

Auto EXPRESS PRODUCT AWARDS WINNER 2020

Auto EXPRESS PRODUCT AWARDS WINNER 2021

Auto EXPRESS PRODUCT AWARDS WINNER 2022

Auto EXPRESS PRODUCT AWARDS WINNER 2023

www.bilthamber.com

01277 658899

SEAT ATECA

No Ordinary Drive

Get £3,500 towards your finance deposit
at 4.9% APR Representative*
with Solutions PCP.

*With Solutions Personal Contract Plan. 18s+. Subject to status. Ordered by 31 March 2025 from participating Retailers. Indemnities may be required. Subject to changes in vehicle or equipment prices. May be varied or withdrawn at any time. Freepost SEAT Financial Services. Accurate at January 2025. Official fuel consumption for the SEAT Ateca Range mpg (litres/100km) combined: 39.8 (7.1) – 47.1 (6.0). Combined CO_2 emissions 159 – 137 (g/km). Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. Data correct at 01/2025.